IDAHO TRANSPORTATION PLAN

Adopted by the Idaho Transportation Board
January 12, 1995

Leon E. Smith, Chair
John Combo, Vice Chair
Mike P. Mitchell, Member

IDAHO TRANSPORTATION DEPARTMENT
TRANSPORTATION PLANNING DIVISION

April 1995

To the reader:

As we look into the 21st Century, we need to consider the importance of our intermodal transportation system to the State of Idaho and develop innovative ways and means to preserve and improve it. This requires a review of what our transportation is like today and a clear vision of what we want it to be in the future. This Idaho Transportation Plan has been prepared to address these concerns and serve as a guide to state and local jurisdictions as they formulate transportation policies for more detailed regional intermodal transportation plans.

The next 20 years will bring its own set of challenges, many of which cannot be foreseen today, but this should not dissuade us from pursuing a course based on this visionary plan for the future. The vision, goals and strategies for highways, public transportation, rail, aviation and bicycle/pedestrians will help direct our course as a rudder steers a ship.

I want to challenge my fellow citizens with the need to make our transportation system a source of pride to our great state of Idaho. Our state in not only "too great to litter," it is "too great to accept second-class transportation."

In the preparation of this plan we have sought to include a wide range of transportation users and providers. We have listened to local jurisdictions, private parties and the public as they voiced their concerns and comments. The comments were truly intermodal in scope and I believe the Idaho Transportation Plan, as adopted by the Idaho Transportation Board, addresses their many concerns and interests.

Dwight M. Bower, Director
Idaho Transportation Department

Transportation Systems Team:

Ray Mickelson, Administrator
Transportation Planning Division
John Barnes
Bicycle Coordinator
Keith Longenecker
Transportation Specialist
Tim Greeley
Legislative Policy Specialist

TABLE OF CONTENTS

EXHIBITS

PREFACE

*

In order to accommodate continued growth and maintain an attractive quality of life, Idaho must develop a transportation system that meets the needs of its people while preserving the physical and natural environment. Connecting people, markets, and goods in a dynamic global economy will require cooperation and commitment. We must:

- Provide transportation mobility for people and goods;
- Coordinate transportation and land use decisions to provide a good living environment;
- Promote economic competitiveness;
- Consider new options, implement new alternatives, and use new technologies.

By making wise transportation decisions and developing the necessary partnerships between the public and private sectors, Idaho will be economically healthy in the future with a transportation system that provides mobility, preserves the environment, and makes its communities desirable places in which to live and work.

Achieving this will not be easy. All transportation providers and users will be encouraged to be partners in making it work. Communities must plan and use their land wisely, transportation providers must manage the system wisely, and users must choose services wisely.

The Idaho Transportation Plan (ITP) is a statewide intermodal long-range transportation plan that will guide the state's transportation decisions into the 21st century. It will ensure Idaho's ability to compete globally, focus on innovation, and help achieve national goals of improving air quality, reducing petroleum energy consumption, and providing mobility for all persons.

The ITP proposes a vision for transportation in the year 2015 and beyond and sets goals, objectives, and strategies that need to be carried out in order to achieve this vision. It gives broad strategic direction to transportation system improvements based on a continuing planning process. The ITP does not select actions or projects, per se, rather it provides guidance in the selection of strategies that will meet statewide targets for performance of the transportation system. It is both a flexible and dynamic process. The ITP is regional and statewide in scope.

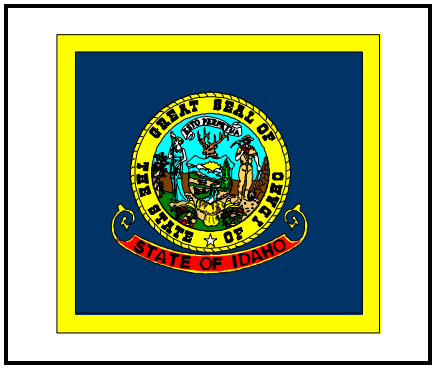
Six transportation management systems provide systems inventories and help to identify strategies and projects for implementation. The management systems measure present performance and estimate future levels of service of the system based on use, deterioration, and improvements that are planned or recently made. The management systems are now in different stages of development, but all will be implemented by January 1, 1996.

INTRODUCTION

*

Introductory Remarks

An efficient transportation system is essential for Idaho's growth and prosperity. However, population increases, business expansion, tourism and travel of the 1980s and early 1990s have placed a heavy burden on the system without a corresponding investment for maintenance and expansion. The result has been deteriorating infrastructure and services, delays and added costs for travelers and shippers, air pollution, noise and stress, and hindrance to Idaho businesses in competing in national and international markets.



Demand for mobility will continue to grow as Idaho's population increases. In particular, high growth rates are expected in southwest Idaho and in northern Idaho; consequently, social, commercial, and recreational needs will also increase. Failure to provide adequate mobility or the manner in which mobility needs are met can have adverse effects on Idaho's economy and diverse natural environment. Use of various modes of transportation will become increasingly important to improve the environment, increase efficiency, reduce energy consumption, and improve competitiveness. The economic success of Idaho's agricultural and industrial industries in international markets will depend on efficient intermodal transportation in the future.

The importance of intermodal transportation in Idaho has not yet been quantified or characterized. Key issues need to be identified and the types and sources of information necessary to address these issues are just now being addressed. With this information, the Idaho Transportation Department will be able to assess the effectiveness of intermodal policies, substantiate intermodal project funding requests, and coordinate modal plans.

The 1991 ISTEA requires that the states establish the following management systems:

1. Highway Pavement Management System,
2. Bridge Management System,
3. Highway Safety Management System,
4. Traffic Congestion Management System,
5. Public Transportation Management System,
6. Intermodal Transportation Management System,
7. Traffic Monitoring System.

ITD has established technical committees that will recommend procedures for developing and implementing each management system. Each system will have a work plan prepared by October 1, 1994, and implementation will begin on January 1, 1996. The guiding principles of the ITP are:

1. Compliance with the 1991 ISTEA planning requirements,
2. Twenty-year financially constrained plan,
3. Flexible approach to allow agencies to address changing circumstances,
4. Tailored to Idaho's conditions,
5. Statewide and regional approach to planning,
6. Continuing planning process,
7. Proactive intergovernmental coordination,
8. Proactive public involvement,
9. Consideration of 23 ISTEA planning factors (see Appendix C),
10. Integration of the six management systems into the planning process.

The ITP defines the intermodal goals, objectives and strategies for the state over the next 20 years. It gives direction for coordinating transportation modes, linking transportation to land use and economic development, protecting the environment, optimizing energy use, financing transportation improvements and services, coordinating transportation between public and private agencies, providing safety and security, and related matters.

With the development and implementation of the ITP, the state is moving towards a multi-modal transportation system that will provide a network of facilities and services for air, rail, highways, public transit, pipeline, marine, bikeways and,eventually, telecommunications. This will require the development of modal plans that are linked together to provide multi modal choices for the transportation user. These plans are being prepared as separate documents since each mode is at a different stage of development and, from a logistical standpoint, the size of a single document for all modes would be too large. The goals and objectives set forth in the ITP will guide the development of these modal plans.

In 1993, the Idaho Transportation Department (ITD) held public involvement meetings around the state and developed guidelines for long-range planning and management systems development. These guidelines were approved by the Idaho Transportation Board on January 21, 1994. Again in 1994, public involvement meetings were held around the state to obtain additional input. The input from citizens, industry, and public officials is reflected in the goals and objectives of the ITP.

In the development of the ITP, ITD met with external advisory agencies, metropolitan planning organizations (MPOs), regional councils of government, local jurisdictions, ITD intermodal team members, various other department staff and managers, and the Idaho Transportation Board. Future updates and revisions will be fully coordinated with all interested parties.

DECISION PROCESS

*

Implementation of the Idaho Transportation Plan

The requirements for the statewide transportation planning process include the development of a statewide intermodal transportation plan (ITP) and a statewide transportation improvement program (STIP). The following is Idaho's approach for establishing and implementing the continuing process and developing a plan. This approach is manageable, builds upon existing practices, and uses available staff resources effectively.

The planning process focuses on integrating current operations and preservation considerations with longer term development and performance concerns. Hence, the ITP and its development process must include alternative financing strategies for meeting needs and a process for measuring success.

The ITP is "performance-based," i.e., performance measures are established for the several objectives and progress is measured towards achieving them. These are fully developed in the management systems and modal plans, which are included as elements of this ITP.

The purpose of the ITP is to guide the planning process and give direction for investing in the transportation system to work towards a desired future. Systems performance objectives and evaluation are the tools by which this is accomplished. There are four components:

- Set direction and measurable performance standards (Goals and Objectives),
- Assign responsibility and develop planned actions (Transportation Strategies),
- Measure performance (System Performance & Evaluation),
- Reset direction and performance standards (Adjust Objectives and Strategies).

Since transportation funding may not keep pace with all transportation needs both now and in the future, the ITP is also an investment/performance plan. In the investment/performance process, proposed investments in the system are based on the anticipated performance of the system over time. The process allows the decision-maker to plan investments in the system to achieve anticipated future system service levels for performance and condition.

The ITP is a long-range plan and, by definition, the goals are long-term and far-reaching. Actions to achieve the goals must be taken now and progress towards achievement must be monitored. When progress is monitored, the goals can be adjusted in the future to meet changing requirements. There must be a clear relationship between the long-term goals and the selected system performance objectives. The system performance objectives must be:

- Understandable by both transportation providers and customers,
- Measurable of progress towards achieving a transportation goal or policy,
- Supportable by data or information obtained on a regular basis.

The system performance objectives can be stated in one of two forms:

1. Standards or performance levels stated in federal, state, and local laws and regulations. Two examples of these are the performance levels for air quality and the accessibility requirements of the Americans with Disabilities Act;
2. Statewide goals and objectives which are stated in terms of desirable directions. Examples of these performance objectives are those under development for the respective management systems required by ISTEA.

For the first case, statewide targets will be set for system performance that can be measured by a set standard or performance level. These will be developed from studies of the factors involved, baseline conditions, and expected future conditions. For those standards which have been set by federal and/or state laws and regulations, the applicable target values will be used.

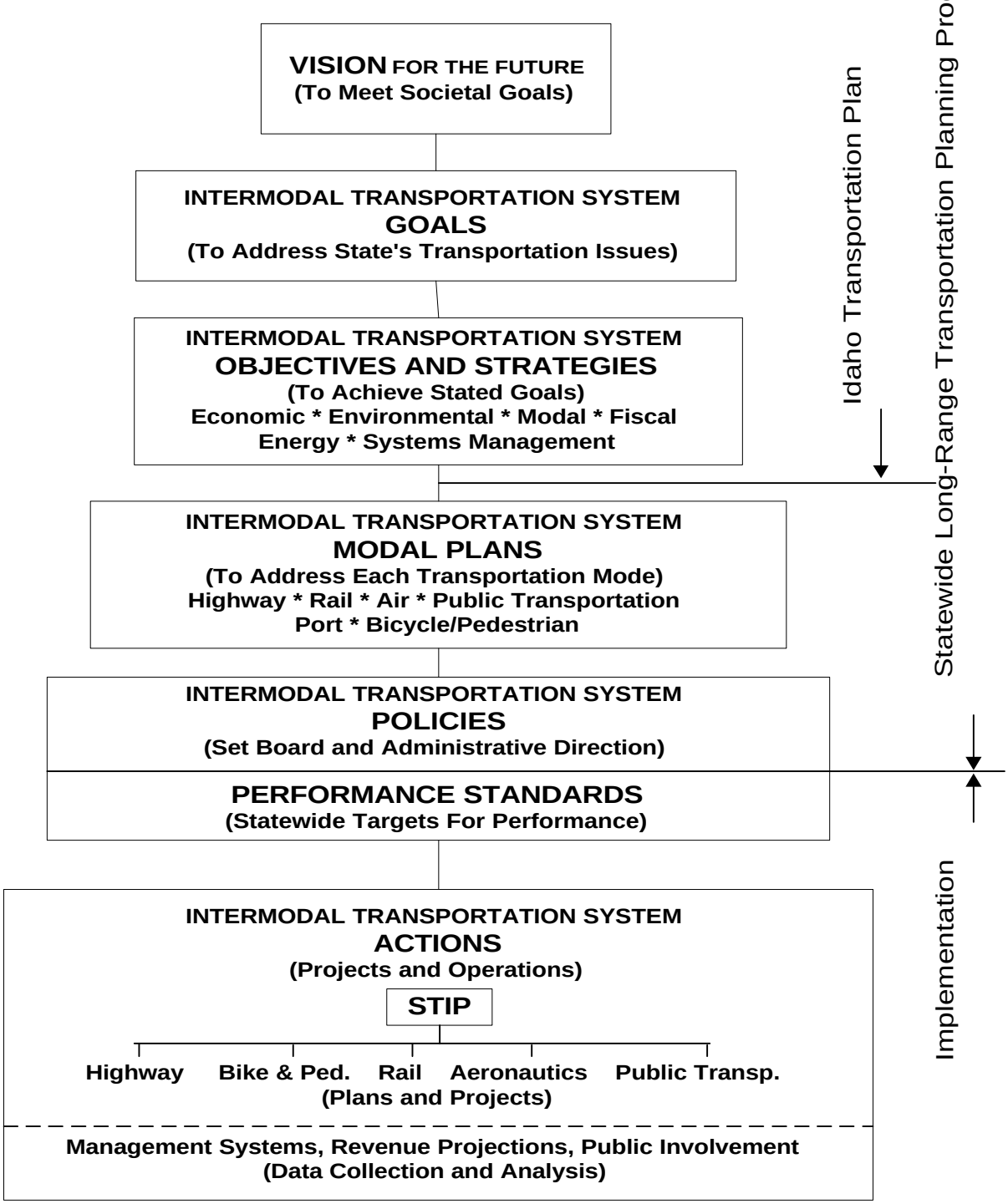
In the second case, broad program goals and funding will be set to guide long-range investments in the system. The six management systems will be used to establish baseline conditions and provide target values for condition and performance to meet the stated goals. The management systems will produce outputs that will help decision-makers identify projects for inclusion in the statewide transportation improvement program and for determining and monitoring progress towards achieving broad program goals.

While the most visible products of the planning process are the statewide and metropolitan intermodal long-range transportation plans and transportation improvement programs, the continuing analysis of information through the planning process is also a vital product.

Framework of the Planning Process

The planning process provides a framework for the development of the metropolitan and statewide transportation improvement programs. Transportation improvement programs must be consistent with plans. Projects included in the approved metropolitan and statewide transportation improvement programs can be advanced for implementation. Once implemented, these projects constitute the improvements which contribute to system performance enhancements. Exhibit 1 illustrates the relationships between the planning process and the management systems.

EXHIBIT 1
FRAMEWORK OF THE PLANNING PROCESS



- The decision process begins with a "vision for the future" that identifies the socio-economic values that the state seeks to attain with the provision of transportation services. The vision sets the desired future that all transportation goals and objectives are directed towards. At this stage, unconstrained long-range improvements are considered together with essential upkeep of the transportation infrastructure. It is the *visionary* stage of long-range planning;
- The second step identifies intermodal goals that will guide the process towards achieving the long-range vision. The goals are broad in scope, but they are supported by objectives and strategies to accomplish each goal;
- The third step identifies the various objectives and strategies that must be undertaken to attain the desired goals. The objectives are targets for specific actions. They are ordinarily measurable by a quantified or qualified value within a specified time frame. The strategies constitute the action items of the planning process. They provide a "road map" to implement the objectives;
- In the fourth step, policies are developed to carry out various elements of the ITP;
- In the fifth step, statewide targets for performance are set and long-range funding information is provided to show how future investments in transportation programs can be made. This brings reality into the process and/or the need for public commitment to increased revenues or other necessary courses of action;
- In the sixth step, modal plans are developed which conform to the goals, objectives and strategies of the ITP. The individual modal plans provide specific guidance regarding classification of systems, current and projected usage, priorities, service and development standards, and funding;
- In the seventh step, needs estimates and revenue projections are made to determine where, what and how much funds should be allocated to various programs. The management systems are used to evaluate various strategies of investment and the level-of-service expected from the selection. The decision-maker sets the performance-objective measures for the various elements from data provided by the technical staff and information obtained from the public participation and involvement processes. A five-year funding plan is prepared to guide the development of the several programs.
- In the eighth step, a program of projects (STIP) is selected based on the mix of projects that will meet the objectives and strategies of the ITP within the funding constraints.
- In the ninth step, adjustments in the programmed amounts are made in subsequent years as performance is monitored and compared to performance indicators through the continuing planning process. The information is then used to reevaluate the ITP.

System Performance Evaluation

The monitoring and evaluation of the system performance objectives needs to be coordinated with the transportation management systems. The six management systems are now in different stages of development with implementation deadlines ranging from January 1, 1995 to January 1, 1998. Each state must develop and implement a system for managing: 1) highway pavements, 2) bridges, 3) highway safety, 4) traffic congestion, 5) public transportation facilities and systems and, 6) intermodal transportation facilities and systems. In metropolitan areas these systems are to be developed and

implemented in cooperation with the regional transportation planning agencies. In addition, each state is to have a traffic monitoring system that supports each of the management systems.

Each management system complements the other and includes performance measures which address performance from different perspectives and levels of detail. It is important to understand that the management systems are not "decision-makers," but are important tools that supply information for making informed decisions, evaluating their effectiveness over time, and revising investment decisions for the future.

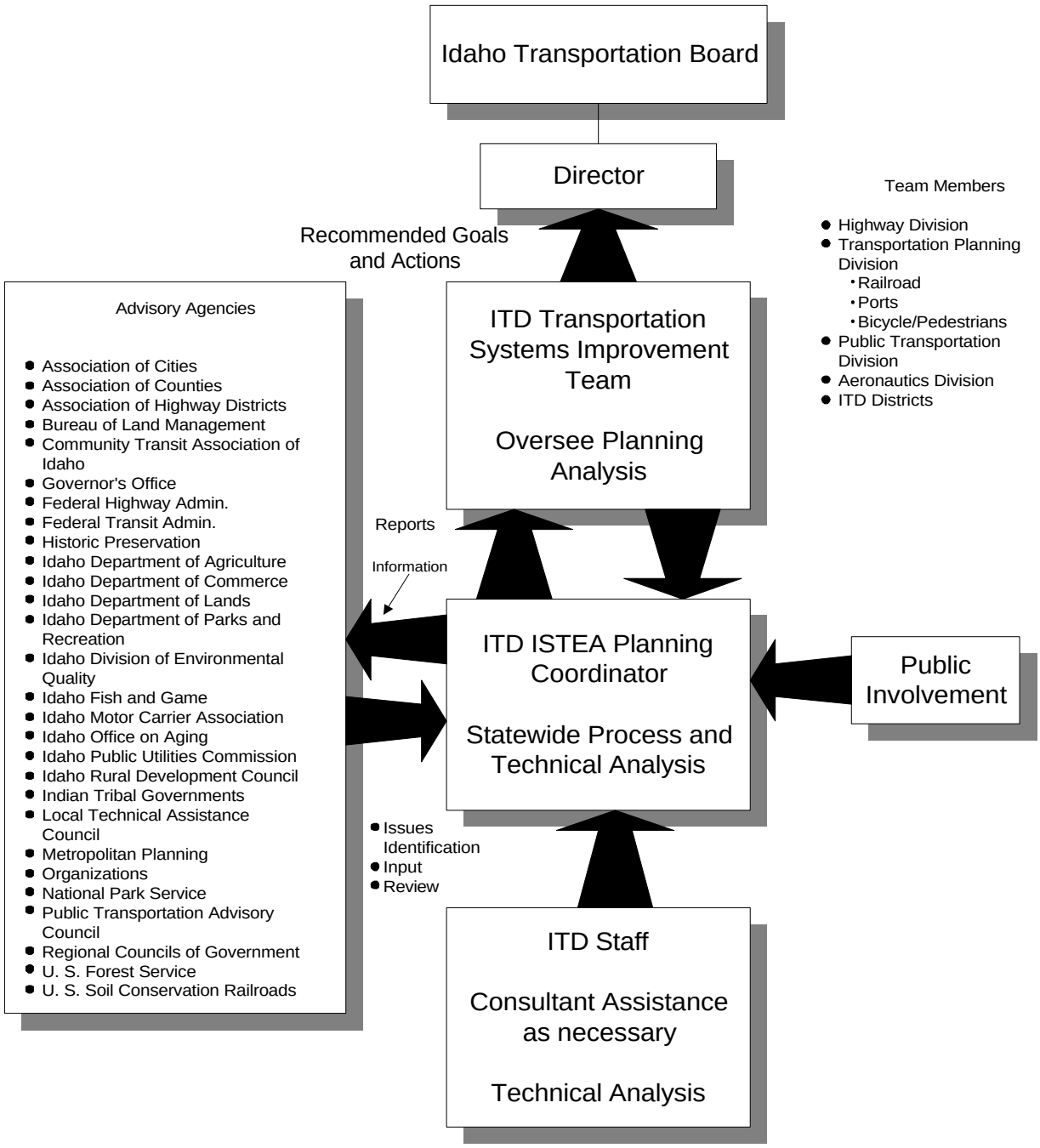
The ITP considers all of the state's transportation systems and system performance at a corridor and statewide level. The baselines and targets for some of the system transportation objectives will be incorporated in the development of the ISTEA management systems.

Transportation Decision Process

The total transportation system within the state of Idaho consists of all those means by which: 1) people move from place to place, 2) goods and products flow in and through the state, 3) services are provided and received and, 4) information is transmitted. The physical system ranges from walkways to fiber optic cables and air waves. Some parts of the system are owned and operated by public agencies (roadways, etc.), much is in the private sector (e.g., freight, rail, airlines, trucking, communications), and some of it is owned and/or operated by a combination of the public and private sector (e.g., AMTRAK, airports, seaport, transit). All of the above are publicly regulated in one manner or another.

So many interests are involved in transportation issues that the overall decision process is difficult to understand. In an effort to improve coordination and decision-making, a comprehensive multi modal transportation planning process is needed which involves all levels of government and the private sector in a cooperative process to develop coordinated transportation plans (Exhibit 2).

EXHIBIT 2
ITP PROCESSES AND PARTICIPANTS

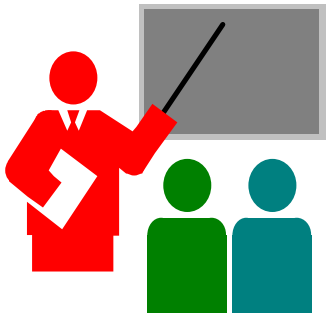


ISSUES ÷ VISION ÷ GOALS

*

The Issues

The Idaho Transportation Plan builds upon regional transportation planning. This is in keeping with the state planning regions and ITD district administrative boundaries. Also guiding the development of the ITP are existing federal and state laws.



Underlying the regional and statewide plans are local comprehensive plans. Each city and county in the state is required to prepare a comprehensive plan to guide development within their jurisdiction, and in each local plan a transportation element is required. However, simply placing all regional and Metropolitan Planning Organization (MPO) plans together does not make a statewide plan. State responsibility for interregional travel and trade, and national concerns for trade, commerce, and defense must be addressed on a statewide scale and be reflected in the regional and local plans for transportation operations and improvements. Conceptually, the total transportation system within the state of Idaho should provide service as a unified system of all travel modes. The common focus of that system is the customer or user. The system should provide different modes of travel which satisfy the different needs of each user.

The transportation system can be identified geographically by the corridors of travel in the state which have become fairly well established over time. Each corridor has come through a fairly standard evolution of foot trail to horse-drawn vehicle or rail line, and has been further identified for air travel, communications, and shipping by virtue of the corridor destinations as places of business, residence, resource development, or cultural attraction.

Each region of the state views the development of their respective parts of the statewide transportation system differently depending on the level of urbanization, unique transportation problems, and geography. In general, the major metropolitan areas propose concepts that maintain the existing system with extension and expansion to meet anticipated growth. Some desire land use considerations with multi modal choices and intermodal connections while others place emphasis on improving the existing system with some operational efficiencies. Small urban and rural areas view transportation largely in terms of the existing roadway system, but recognize the need for some expansion of public transit and non-motorized travel. Improvements to the highways are key components of these system concepts.

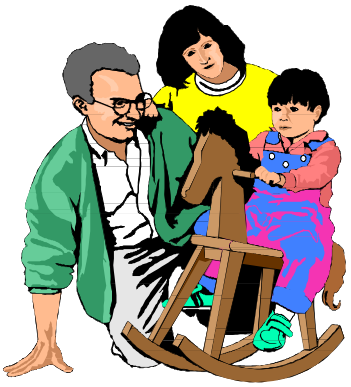
The six planning regions of the state, corresponding to the ITD Districts, are shown on Exhibit 3 together with the three metropolitan planning organizations. Despite different emphases in regional system concepts, there is statewide agreement on three basic issues:

- Economic Development - Idaho is presently facing significant growth in major urban areas. This is not only placing heavy traffic loads on the urban streets, but also on adjacent rural highways and "edge" communities. The impact is also being felt more distantly on intercity rural corridors as recreation, trade, and commerce increase relative to population growth. If this state is to move forward, its transportation system must be improved to accommodate increasing trade, tourism, travel, and communication;
- Growth Management - Idaho's population growth in the major urban areas is of vital concern to many of the people who have attended the public involvement meetings held during the development of the ITP. Land use and traffic growth have caused many to recognize that a statewide strategy is needed, yet others were equally concerned that rural highways and communities be adequately served and public transportation maximized to meet community needs. Taken together, there is general agreement that coordination of transportation and land use development and the application of wise planning and environmental practices are essential if Idaho is to move forward;
- Air Quality - Idaho is committed to improving air quality, but it is also committed to improving its transportation system. A transportation plan must be designed that includes air quality objectives in an economically and environmentally sound manner.

This Idaho Transportation Plan provides a future vision and long-range framework for planning, developing, operating, and maintaining Idaho's transportation system to serve the needs of all Idahoans for work, shopping, medical care, recreation, emergency services, commerce, and other purposes. It proposes an intermodal system that provides mobility while supporting economic and environmental goals. It is comprised of a vision, goals, objectives, strategies, and recommendations for multi-modal transportation both now and in the future. The goals and objectives are based upon existing state policy, federal law, and input from public meetings held in various Idaho cities. They are intended to serve as a guide for state and regional transportation plan development and for transportation decisions made by all levels of government, the private sector, and the public.

The Vision

Idahoans in the future will see a modern, balanced, and integrated multi-modal transportation network that is efficient, safe, and protects and enhances the environment. This system will be managed to address future traffic growth, improve air quality, and use energy more efficiently. This transportation network will:



- Place Idaho businesses on a competitive footing with other states in a global economy by making cost-effective transportation investments that promote sustainable economic growth and improve the movement of goods, people, information and services;
- Provide adequate airports and airport access for interstate and international commerce;
- Support freight transportation by rail, highway, water, and air: all interconnected through modern intermodal facilities;
- Provide reasonable public transportation services to rural and urban areas with connections to other transportation modes;
- Make trips by bicycle and foot more convenient and safe and reduce conflicts with motorized modes;
- Provide road, street, and highway networks that have adequate structural and traffic capacity and are properly maintained and managed;
- Coordinate transportation and land-use planning decisions which protect the investment in highways and streets while also preserving the quality of neighborhood environments;
- Maximize traveler opportunities to choose between different modes of transportation, especially in urban areas;
- Foster an atmosphere where the public, governmental jurisdictions, and the private sector will actively participate in transportation and land-use decisions;
- Provide well-managed and expeditious drivers' licensing, vehicle registrations, titles, and permits;
- Provide travel information regarding weather, transportation system conditions, and schedules, in a user-friendly manner which is economically viable.

The Goals

GOAL 1. TRANSPORTATION IMPROVEMENTS WILL PROMOTE AND SUSTAIN THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE, GOODS, SERVICES AND INFORMATION.

Objective A: Stimulate Economic Growth and Job Creation Through Transportation Investments. Idaho must accommodate the mobility needs of a growing population while maintaining its competitive position in a dynamic global economy. The Idaho Transportation Consortium has identified transportation technology as an effective means to improve the state's economy. Idaho's advanced technology can foster new industries and new job opportunities, and establish Idaho as a vital player in the production and marketing of advanced transportation systems and services. Also, building and operating transportation facilities and services provides jobs. In turn, those facilities and services support other commercial and industrial activities and employment.

Strategy 1: Create jobs through transportation investments and by developing and marketing high-tech transportation products and services;
Strategy 2: Secure defense conversion and other funds through cooperative efforts of the Idaho Transportation Consortium;
Strategy 3: Employ advanced transportation technology;
Strategy 4: Provide for tourists by cooperating with the Idaho Department of Parks and Recreation and the Department of Commerce to protect, improve and sign facilities for tourists.

Objective B: Support the Economy by Aiding Efficient Goods Movement. - State, federal, and local transportation planning and funding processes frequently do not fully consider freight movements other than commercial vehicle counts. Greater consideration of all feasible freight modes is needed. International trade volumes will increase as a result of the North American Free Trade Agreement (NAFTA), General Agreement on Tariffs and Trade (GATT), and continuing expansion of Asian markets. Increased trade must be anticipated and technological and operational approaches, such as just-in-time inventory and shipping practices, must be supported and fostered. Ports-of-Entry facilities need to be upgraded and automated to improve truck traffic.

Strategy 1: Improve coordination of statewide intermodal goods movement;
Strategy 2: Modify project programming criteria to put goods movement projects on a more equal footing with other transportation projects;
Strategy 3: Foster technological and operations innovations to improve the state's competitive edge in goods movement;
Strategy 4: Foster more efficient delivery of small packages;
Strategy 5: Integrate goods movement considerations into all transportation planning, programming, and project development procedures;

Strategy 6: Include goods movements in the Intermodal Management System to address the connections between modes that allow for the convenient, efficient, and safe transfer of people and goods; choices between modes; and cooperation;
Strategy 7: Eliminate impediments to commerce by replacing or rehabilitating posted bridges and other deficient bridges;
Strategy 8: Eliminate impediments to long-combination vehicles on the National Highway System.

Objective C: Provide Reasonably Safe and Secure Travel Environment. In recent years, travel safety and security are becoming increasingly important elements of transportation. Any transportation planning for the future must consider the world we live in and address the safety and security of transportation services, vehicles, and facilities.

Strategy 1: Provide safety and security measures for pedestrians and transit users commensurate with the problems to be addressed;
Strategy 2: Ensure the personal safety of passengers on board transit vehicles by assessing physical risk and security factors;
Strategy 3: Provide bicycle security racks and other accommodations at major destination points and other strategic locations;
Strategy 4: Provide a reasonably safe roadway environment to avoid or reduce the severity of vehicle accidents;
Strategy 5: Implement the Highway Safety Management System which contains goals and strategies for safety improvements on highways;
Strategy 6: Provide driver licensing measures that promote safety.

Objective D: Utilize New Technologies to Promote Alternatives to Transportation and Improve Safety and the Environment. Telecommunications and other electronic technologies have the potential of improving the efficiency of the transportation system and relieving congestion by reducing the need to travel.

Telecommunication applications can be used to satisfy travel needs, reduce the demand for energy, improve air quality, and prolong the life of transportation facilities. However, if the full potential of telecommunications is to be realized, institutional and regulatory and fiscal constraints must be addressed. Barriers or constraints to fully realizing the potential of telecommunications for improving transportation include: 1) lack of coordination of activities that advance the use of telecommunications and, 2) regulations that were designed for a former time which constrain the provision of new communication services.

Advanced vehicle tracking technologies have the potential of identifying and tracking vehicles that are designated as out-of-service (OOS) at Ports-of-Entry (POEs) until enforcement officers can follow-up on drivers/vehicles. These same technologies can be used to determine the emissions of individual vehicles in moving traffic and notify the operator of a violation.

Laser-based technologies can be used to measure the density of snow, fog, and dust and activate advanced warning signs to alert motorists to low visibility conditions before they enter the area. They also have applications in many other areas of transportation.

Strategy 1: Local governments and MPOs will be encouraged to work with the State Public Utilities Commission and telecommunications companies through public/private partnerships to develop prototype community telecommunications networks in efforts to meet congestion management and air emission reduction goals;
Strategy 2: Local governments and MPOs will be encouraged to review and revise zoning regulations that currently restrict mixed-use development, home-based businesses or company employment that reduces transportation demand through the use of telecommunications networks;
Strategy 3: The Public Utilities Commission will be encouraged to review the regulations governing the communications industry and recommend changes to laws that restrict the extent to which a public entity can offer innovative new services;
Strategy 4: ITD and the Idaho State Police, in cooperation with the Idaho Transportation Consortium, will research, develop, and implement automated tracking and detection devices and programs for trucks and cars;
Strategy 5: Identify emerging new transit technologies and assess their viability and practicability for use in the state;
Strategy 6: Utilize telecommunications systems to provide important route and trip planning information to motorists in the most user friendly manner which is economically viable.

GOAL 2. TRANSPORTATION PLANS, PROGRAMS, AND STRATEGIES WILL INTEGRATE THE INTERMODAL TRANSPORTATION NEEDS OF THE STATE.

Objective A: Plan, Manage, Maintain and Improve the Intermodal Transportation System. The statewide transportation system is comprised of county and highway district roads, city streets, state highways, airports, the Lewiston seaport, transit, rail lines, pipelines and communication links. Various government jurisdictions and private corporations separately manage these systems. The challenge today is to make these diverse systems operate as part of an efficient and customer-oriented unified system.

Strategy 1: Local agencies, MPOs and ITD, in conjunction with transportation providers, will take reasonable actions to make each trip flow smoothly from start to destination regardless of the mode used;
Strategy 2: Local agencies, MPOs and ITD, in conjunction with transportation providers, will preserve and improve the system by prioritizing state and local funding and programs to maintain service and the existing infrastructure in good condition;
Strategy 3: ITD will implement management systems which are directly related to planning, managing, maintaining, and improving the transportation system;

Strategy 4: ITD and MPOs will analyze various modal alternatives as needed to upgrade the transportation system.
Strategy 5: ITD and the City of Lewiston will give special attention to intermodal access and linkage to the Port of Lewiston in developing the Intermodal Management System and implementing the long-range plan.

Objective B: Manage Transportation Demand. In some rural and urban areas traffic volumes exceed capacity. This usually occurs during peak periods of travel. Congestion negatively impacts airports where business and pleasure trips are hampered, on truck routes where deliveries are delayed, on roadways where commuters lose time, and on recreational routes where traffic just creeps along. The useful life of a system can be extended and limited funds can be used more effectively by the application of Transportation Demand Management (TDM) and Transportation System Management (TSM) actions to reduce travel time, travel costs, capital and operating costs, air pollution, energy consumption, and noise impacts.

Strategy 1: In major urban areas, state, regional and local agencies will adopt actions to increase multiple occupancy vehicle use where appropriate;
Strategy 2: Local agencies, MPOs and ITD, in conjunction with transportation providers, will plan cooperatively to coordinate all modes and provide public information for a wider selection of trip choices;
Strategy 3: Local agencies, MPOs, and ITD will promote outreach programs to increase ridesharing, coordinate rideshare marketing with transit agencies, and coordinate planning to incorporate TSM/TDM strategies;
Strategy 4: Local agencies, MPOs and ITD will promote public transportation by assisting public transportation operators in developing marketing plans, strategies, and public information/education efforts to increase awareness and interest in utilizing transit as a practical alternative to automobile use;
Strategy 5: ITD, in coordination with MPOs and others, will consider multi-modal transportation systems in high density corridors;
Strategy 6: ITD, in cooperation with the Idaho State Police, regional and local agencies, transit operators, and the private sector, will develop, test, and implement new transportation technologies as appropriate that balance demand and capacity to achieve maximum use of transportation modes and facilities;
Strategy 7: Congestion is a localized problem in Idaho; therefore, to identify present and future "hot spots," ITD will collate available data to measure the extent of congestion. Performance goals will be established and procedures developed to address them in the Congestion Management System;
Strategy 8: Implement the Intermodal Management System.

Objective C: Coordinate Land Use and Transportation Decisions. Recent air quality and transportation laws should result in more effective coordination between the decision-makers at local, regional, and state levels regarding the cross-impacts of land use, transportation, and

air quality. The requirements of the federal clean air act on air quality conformity must be considered together with the 1991 ISTEA consistency requirement between transportation decisions and land use and development plans. Still, the fulfillment of these requirements rests on the continuing consensus of local, regional, state and federal decision-makers, the private sector, and most importantly, the participation of the general public.

State and local agencies must address preservation of rights-of-way for construction of future transportation projects. Identification of unused rights-of-way for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss should be undertaken.

Strategy 1: ITD, MPOs, and regional planning organizations will encourage local land use decision-makers to consider the consequences of land development upon the transportation system and take measures to mitigate the effects;
Strategy 2: Recent federal transportation and air quality statutes provide a number of land use, transportation, and air quality checks and balances. These requirements do not infringe upon local land use powers, but they do affect the transportation and air quality consequences of land use decisions. Cities, counties, local and regional air quality agencies, the private sector, state, and federal agencies will coordinate the exercise of their respective responsibilities under these statutes;

- State - ITD, in cooperation with the Department of Environmental Quality, will coordinate with metropolitan and non-metropolitan agencies on transportation plans and consider the effects of transportation policy decisions on land use and development policies;
- Responsive Public Land Management - About two-thirds of Idaho's land is publicly owned. State agencies and federal agencies which own substantial land holdings in the state are urged to fully consider public input, mitigate project impacts, and coordinate decisions with the goals and policies of local, regional, and state transportation agencies;
- Fiscal Policies to Support Balanced Land Use - The Regional Councils of Government are encouraged to study the relationship between land and local agency planning and determine ways and means to reduce the potential impacts of competition between cities and counties for high value land uses which affect the location of jobs, affordable housing and travel patterns;
- Identify and Preserve Transportation Corridors - ITD, in consultation with MPOs and local highway jurisdictions, has conducted an early identification of transportation corridors. In partnership with other agencies, ITD will continue identifying corridors that need to be preserved for the future. These will be coordinated with land use agencies in the permit process, including rezones, subdivisions, or building permits. Where available, use of geographic information systems will be encouraged;
- Identify Functional Classes and Compatible Land Uses - Setbacks and future

rights-of-way requirements will be determined in coordination with local land use planning organizations. Public transportation services will be considered as a viable alternative to private vehicle use and ITD will encourage their inclusion in the local comprehensive planning processes.

Objective D: Develop and Maintain Roadway, Bicycle, and Pedestrian Facilities. The backbone of Idaho's transportation system is its roadway network. This network will continue to play a vital role in interregional travel, particularly in rural areas. These roadways need to be constructed, maintained, and operated cost-effectively and efficiently. Bicycle and pedestrian planning will be considered in all highway improvements and where local plans have been initiated. The use of bicycles in urban areas will become increasingly important as safe and well-maintained bike lanes and bike paths are provided.

Roadway Strategies:

Strategy 1: ITD and local agencies will complete reconstruction and relocation of deficient segments of state and local roadways as funding priorities allow;
Strategy 2: ITD will annually update the Recommended Roadway Widths Map, which serves as a guide to highway improvements based on the functional classification of State Highways, traffic volumes, and level of development;
Strategy 3: Local agencies and ITD will maintain the transportation system at system service levels that reduce user costs and overall maintenance costs;
Strategy 4: ITD, in partnership with MPOs and local agencies, transit providers, the private sector, and academia, will research, develop, and support existing and new technologies that address rural transportation issues.
Strategy 5: ITD, local jurisdictions, and other state and federal officials will coordinate federal lands projects with state and local projects to effectively utilize resources.

Bicycles and pedestrians are essential components of the transportation system; therefore, supporting facilities will be included in transportation plans. In the past, bicycle and pedestrian planning have been fragmented. Few regional or statewide planning efforts have considered bicycling as a significant transportation mode, yet, bicycle and pedestrian travel can be important elements in reducing motorized travel. Pedestrian travel is not only a necessary component of travel, it is a transportation mode in its own right as a substitute for short auto trips. Bicyclists and pedestrians often share common facilities and concerns, such as the quality, convenience, and safety of the walk or ride.

Bicycle and Pedestrian Strategies:

Strategy 1: Local agencies, MPOs, and ITD, in coordination with bicycle groups and transit providers, will plan bikeway networks.
Strategy 2: Local agencies, MPOs and ITD, in coordination with transit providers,

will provide for pedestrian circulation and connection with other modes;
Strategy 3: Local agencies will encourage developers to: 1) design mixed use and increased density; 2) facilitate the interface with other transportation services, 3) reduce distances between destinations, 4) provide for convenience and safety;
Strategy 4: ITD will encourage local bicycle and pedestrian plans by giving priority for state/federal funding to projects drawn from adopted bike/pedestrian plans.

Objective E: Develop and Improve Access to Transit Systems. The citizens of Idaho are primarily dependent upon the private automobile for their mobility. A major thrust of intermodal planning is to seek alternative means of transportation. The development of transit services is a major alternative and the availability and use of public transit is generally recognized as providing positive impact on such problems as traffic congestion, air pollution, land use developments, energy use, and roadway construction needs.

Many residents of the state are dependent on transit for personal transportation. These people must rely heavily on others or on public transportation to maintain certain essential functions such as shopping, visits to the doctor, working, attending school, and the opportunity to socialize with other people. They reside in all areas of Idaho, both rural and urban, and they should have transit service access to the extent feasible.

Public transportation, therefore, focuses on two main considerations in developing and improving services: 1) to reduce public dependency on private vehicle use, and 2) to enable maximum access to transit services by those who most need them.

Strategy 1: Transit providers, in concert with state and local agencies, will improve service efficiency and safety by employing new technology to provide real-time information for all mode choices;
Strategy 2: Provide assistance in new technology, research, planning, marketing, operations, training, maintenance, administration, and peer networking such as the new Community Transit Association of Idaho (CTAI);
Strategy 3: ITD will foster coordination of transit services with community social service agencies, organizations, school districts, ridesharing, and state agencies;
Strategy 4: ITD, MPOs, local governments, and transit providers will expand transit program marketing to educate the general public about transit availability, its social and environmental benefits and ease of use;
Strategy 5: Transit providers will improve reliability and safety by using modern well-maintained transit vehicles, promoting safety, and enhancing driver training programs;
Strategy 6: Transit providers will promote reasonable security in high-risk areas;
Strategy 7: Transit providers will respond to the needs of disabled persons, the elderly, and culturally diverse population;
Strategy 8: ITD, MPOs, and local agencies will facilitate transfers between modes by seeking joint public/private development of transfer facilities, coordinating schedules, and locating transfer facilities near high-density areas and at travel nodes;

Strategy 9: ITD will encourage the use of transit to and from recreation sites and rural areas where it is deemed feasible;
Strategy 10: ITD will implement the Public Transportation Management System to optimize transit facilities and operations;
Strategy 11: ITD will plan and develop park and ride lots where appropriate to reduce vehicle trips in high density corridors.

Objective F: Preserve Essential Rail Freight and Passenger Service. As Idaho's population grows, an efficient and effective rail freight transportation network is needed to provide access to intrastate and interstate markets. The two mainline railroads, Burlington Northern and Union Pacific, are at or near capacity. This will significantly impact future competitiveness in the transport of forest, mineral, and agriculture products since rail transportation primarily serves two components: break-bulk (e.g. agriculture, chemicals, forest, metal, mineral, and petroleum/natural gas products), and domestic/international intermodal (e.g. agriculture, chemical, consumer, food, forest, and manufactured products). Each service component has a different and specific role in the intermodal system. These will be more fully treated in the State Rail Modal Plan.

The federal Local Rail Freight Assistance program is essential to Idaho as more feeder lines are sold or transferred to short line operators. A future state-funded program may also be necessary. These new operators need financial assistance to maintain and upgrade local feeder lines that carry essential bulk products to rail trunk lines and freight transfer facilities. For passenger service, AMTRAK rail passenger service is important to southern and northern Idaho and must be continued.

Strategy 1: ITD will continue to work with major and shortline railroads and rail shippers to provide efficient and competitive service, economic stability to shortline railroads, market access, and preservation of essential rail services. ITD will seek LRFA funds for the implementation of rail projects.
Strategy 2: ITD will develop the Intermodal Management System with emphasis on rail freight connections and convenient terminal, reload, and port facilities for intermodal transfers to and from the rail mode.
Strategy 3: ITD will cooperate with AMTRAK in efforts to expand and improve services, including greater train frequencies, higher operational safety standards, increased travel speeds, improved schedule reliability, better connections to other modes, and more convenient, safe and comfortable rail cars and stations.

Objective G: Preserve/Expand Aviation Network - Due to Idaho's diversity and great distances between economic and population centers, the Idaho Aviation System Plan includes airports that have not only national and regional significance, but also state and local significance. Airports of local significance must be maintained in order to create a network of airports throughout the state to provide service to small outlying population centers and

to provide for emergency services and safety. Adjacent land uses and environmental issues are matters of continuing concern near urban areas. Ground access to local destinations and secure parking for vehicles (including bicycles) require continuing attention.

Strategy 1: In partnership with local, regional, state and federal agencies, and the private sector, ITD will continue implementing the Idaho Aviation System Plan;
Strategy 2: ITD and local jurisdictions, in partnership with ground, air, and rail service providers, will improve intermodal service to Idaho's major airports.

GOAL 3. TRANSPORTATION DECISIONS WILL PROTECT THE ENVIRONMENT AND PROMOTE ENERGY EFFICIENCY.

Objective A: Protect and Enhance the Environment. Degradation of the environment and loss of natural resources will continue to be a challenge as Idaho experiences population expansion and pressure for development. Transportation agencies, striving to meet the mobility needs of all Idahoans, will continue to be at the forefront of that challenge to maintain a quality environment. Transportation system planning, development projects, and operations and maintenance, must help maintain a good quality of life by addressing such environmental issues as protecting important wildlife habitat and minimizing adverse impacts to fish and wildlife (including endangered species), cultural resources, depletion of non-renewable resources, exposure to hazardous materials, waste management, water quality, exposure to noise and vibration, conversion of agricultural land, loss of wildlife habitat, impacts to historic and cultural resources, impacts to endangered species, and loss of scenic resources and open space.

Strategy 1: Local agencies, MPOs, the private sector, and the state will conduct environmental studies as part of their long-range plans and corridor/multi-modal alternatives studies. All affected persons and agencies will be involved in the process;
Strategy 2: ITD, in cooperation with the Fish and Game Department, will encourage and provide technical assistance to regional and local land use agencies to complete comprehensive management plans for all types of sensitive wildlife habitats to avoid piecemeal approaches to endangered species protection. Transportation agencies should protect the most critical locations and avoid or mitigate other areas. This will provide an incentive for transportation providers to maximize efficiency of the existing system, propose improvements within existing rights-of-way, and avoid destruction of or disturbances to sensitive wildlife habitat;
Strategy 3: Transportation providers will strive to use methods, materials and strategies in their construction, operation and maintenance of transportation services and facilities that will reduce or avoid adverse impacts on the environment;
Strategy 4: ITD and other transportation agencies and public transportation service providers will continue their cooperation to control and manage potential water quality impacts from such sources as storm water runoff, toxic spills and soil erosion;

Strategy 5: Public and private agencies that own and operate transportation facilities will use mitigation and enhancement measures;
Strategy 6: Transportation agencies and public transportation service providers will recycle materials used in construction, maintenance, and operations.

Objective B: Integrate Air Quality and Transportation Decisions. Transportation plans and programs must be planned, designed, constructed, operated, and maintained to bring about both air quality and mobility improvements. The comprehensive planning process at the city and county levels must consider air quality issues in coordinating land use with transportation facilities and services.

Strategy 1: State and local transportation and air quality agencies will continue to develop agreements on transportation system performance, air emissions, and improvement strategies;
Strategy 2: State and local transportation agencies should increase Transportation Control Measure (TCM) funding. The state and MPOs, in the development of transportation programming documents, will give priority funding to TCMs. ITD will continue to petition the federal government for full funding of authorizations for transit and air quality programs;
Strategy 3: A vehicle inspection program will be urged for those vehicles which are registered in a county that does not have an inspection program, but are used for work trips in another county that does have an inspection program;
Strategy 4: The federal, state and the private sector are urged to pursue modifications to their vehicle fleets to ensure the rapid introduction of reduced emissions cars, trucks, and buses;
Strategy 5: Assist transit and ridesharing service providers in promoting public transportation as a transportation mode. Air quality agencies recognize that greater use of transit, carpooling and vanpooling will reduce travel by automobiles, thereby reducing vehicle emissions.

Objective C: Optimize the Use of Energy Resources in Transportation. All of the petroleum used in Idaho is imported. Because of the increasing need for petroleum-based fuel in the future and the drop in U.S. production, foreign imported oil will increase significantly. This will severely impact the economy and transportation if future shortages in petroleum occur.

Strategy 1: Local and state transportation agencies will continue to apply existing and new technologies to improve traffic flows;
Strategy 2: Public agencies and private operators should promote use of public transit and carpooling to pool ridership for fuel conservation purposes. Park and ride lots for commuters should be located along high density corridors or in areas identified as hot spots;
Strategy 3: Public agencies and private enterprises are encouraged to increase efforts

to implement the use of alternate-fuel vehicles;

Strategy 4: Private transportation equipment manufacturers, in cooperation with the Idaho National Engineering Laboratory, are urged to continue their efforts to improve the fuel efficiency of vehicles;

Strategy 5: State agencies and private companies, in partnership with the state's universities, should coordinate research programs to develop new energy conserving transportation system improvements and energy efficient transportation modes.

Strategy 6: ITD will lead by example by providing an employee alternative transportation program for its employees that promotes the use of multi-occupant vehicles during the peak hour commute in order to conserve fuel and reduce peak-hour congestion.

GOAL 4. FUNDING AND LICENSING MECHANISMS WILL REFLECT BROAD AND INNOVATIVE PUBLIC AND PRIVATE INVESTMENT STRATEGIES.

Objective A: Provide Stable and Flexible Funding for Transportation In recent decades, transportation needs have exceeded revenues available for transportation improvements. This is largely due to general inflation and increased vehicle fuel efficiency. Also compounding the problem is the unpredictable nature of federal-aid funding due to obligational limitations and the use of federal highway taxes to reduce the federal budget. The results are increased costs due to deferred maintenance and increasing transportation needs for the future. New sources of revenue must be sought to accommodate a multi-modal transportation system.

Strategy 1: ITD will utilize all available funds to carry out the STIP;

Strategy 2: The ITD Office of Budget, Policy and Intergovernmental Relations will study the feasibility of collecting alternative user revenues that better reflect the use of the transportation system;

Strategy 3: The ITD Office of Budget, Policy and Intergovernmental Relations will update the Highway Cost Allocation study biennially to assess the cost responsibilities of the various users of the system;

Strategy 4: The ITD Office of Budget, Policy and Intergovernmental Relations will conduct and complete normally scheduled and specially requested financial analysis reports, prepare and distribute reports on motor vehicle registrations, licensed drivers, motor fuel usage, and state and local highway revenues and expenditures within time frames specified by state law and FHWA regulations;

Strategy 5: The Division of Motor Vehicles will continue integrating and automating the collection of motor vehicle fees and driver registrations;

Strategy 6: ITD and local jurisdictions will work with general purpose local governments and the private sector to determine ways to collect impact fees where transportation facilities are impacted by development;

Strategy 7: The Public Transportation Division will evaluate flexible funding and legislative options to help fund capital purchases and operating expenditures for public transportation;

Strategy 8: The Idaho Transportation Board will petition the Idaho Congressional delegation to vigorously campaign for full funding of ISTEA and support legislation that will ensure flexibility for any additional federal funds;
Strategy 9: The Idaho Transportation Board will consider modifications to state transportation funding criteria to allow the programming of state rail-freight service projects. The Legislature will be requested to memorialize Congress to continue with and increase the Local Rail Freight Assistance Program;
Strategy 10: Utilize all available licensing fees for transportation improvements;
Strategy 11: The local jurisdictions responsible for highways will seek a reimbursable funding program whereby local governments can borrow funds to match federal aid for highway improvements and bridge projects. These funds would be returned by payback to the fund over an agreed upon period of time;
Strategy 12: Provide information and education programs to public and private parties regarding the importance of efficient transportation systems to the well-being of the State's economy.

GOAL 5. TRANSPORTATION DECISION-MAKING PROCESS WILL PROVIDE OPPORTUNITIES FOR INTERAGENCY COOPERATION, COORDINATION, PUBLIC INVOLVEMENT, AND PRIVATIZING PUBLIC WORKS AND SERVICES.

Objective A: Provide a continuing and cooperative planning process that includes the local elected officials represented in the three MPOs and the local elected officials represented on the six Economic Development Districts for the non-metropolitan areas of the state.

Strategy 1: ITD will initiate a cooperative transportation planning process with local elected officials that have jurisdiction over transportation for the non-metropolitan urban or rural parts of the state.
Strategy 2: ITD will initiate a cooperative transportation planning process with local elected officials that have jurisdiction over transportation for the metropolitan areas of the state.

Objective B: Achieve transportation goals through public involvement and effective partnerships with capability to resolve conflicts. Public participation, interagency partnerships, and conflict resolution are basic to the achievement of statewide transportation goals. To avoid unnecessary controversies and delays, early involvement in the process by all affected parties will help to resolve conflict and speed completion of needed projects. The development of regional modal plans will be prepared in cooperation, as appropriate, with cities, counties, and highway districts.

Strategy 1: Transportation agencies will provide for early and ongoing public and governmental involvement by all affected and interested parties;

Strategy 2: ITD, in cooperation with local entities, will develop and initiate procedures to quickly resolve disputes on land use, transportation and air quality concerns.

Objective C: Promote privatization. ITD and local transportation agencies have used privatization in public transportation and in planning, developing, constructing, and maintaining airports and the state highway system. This has helped state and local agencies in carrying out their responsibilities without unduly increasing permanent personnel. Also, in feeder rail operations and in public transportation, private enterprise provides the needed facilities and services. These public/private partnerships need to be continued and new ways discovered to make them even more effective.

Strategy 1: Agency partnerships will be pursued in planning, developing, and delivering transportation services;
Strategy 2: ITD and transportation agencies will explore means to improve and increase public\private partnerships in privatizing public services while reducing federal paperwork burdens.

Objective D: Achieve county involvement in licensing strategies. ITD relies on county offices to act as the sole agents in the issuance of drivers' licenses and ID cards through the automated driver's license system. The automated system is the key element in Idaho's driver's licensing program.

To operate efficiently, the automated system must balance (1) the needs of the counties and (2) the needs of the department. In maintaining this balance, both the department's and the counties' requirements and concerns must be taken into account in all decision-making or planning processes affecting the system.

Because the automated system undergoes frequent changes due to new state and federal legislation, programming adjustments, and equipment improvements, the department must maintain open and effective lines of communication with the counties.

Strategy 1: Insure an efficient automated driver's license processing system that directly meets the needs of the ITD and the counties;
Strategy 2: Maintain continuous contact and interaction with county licensing offices through regular meetings, training seminars, newsletters, and on-line services.

MODAL PLANS

*

The Idaho Transportation Plan (ITP) is a statewide intermodal long-range transportation plan that provides strategic guidance to all modal plans. The several modal plans, by reference, are made a part of this statewide plan. These plans are presently under development. They are as follows:

- Idaho Highway Plan **S** by Transportation Planning Division of ITD;
- Idaho Bicycle and Pedestrian Plan **S** by Transportation Planning Division of ITD;
- Idaho Aviation System Plan **S** by Division of Aeronautics of ITD;
- Public Transportation Long-Range Plan **S** by Division of Public Transportation of ITD;
- Idaho Rail Plan **S** by Transportation Planning Division of ITD.

The ITP proposes that mobility be addressed by a series of actions. Strategies will be considered first to reduce congestion and the need for new facilities. Improvements to the system will be made to increase its ability to better serve existing and new demands. Modal alternatives for personal and commercial mobility will be provided. Finally, only those new facilities which are truly needed will be constructed. Corridor preservation policies and actions will be initiated where future high density corridors are planned. More efficient operation of the existing system can reduce congestion or the rate of growth of congestion, thus alleviating adverse effects of air pollution, safety, lost time, and personal stress.

The ITP calls for careful attention to environmental concerns and provides for public input in the planning process. The development of the ITP requires active participation of state and local transportation providers, the public, environmental interest groups, and state and federal regulatory agencies.

While transportation facilities do not drive growth, they can influence the shape, timing, and location of growth. These three factors can directly affect the potential for adverse land, air, water, and biotic impacts associated with growth. The strategies contained in the ITP will help reduce such impacts.

Highways

The Idaho Transportation Board reviews and approves highway projects on the State Highway System and local highway projects paid for with federal funds. Highway projects are the largest element of the Statewide Transportation Improvement Program (STIP). The STIP is updated annually based on the federal fiscal year, October 1 through September 30.

The Idaho Transportation Department administers and implements

state programs for the planning, development, construction, maintenance and operation of Idaho's State Highway System. The State Highway System presently consists of 4964 centerline miles. The Department has the mission to design, build, and maintain quality highways and bridges that are safe, cost-effective, and provide efficient access throughout the state. The highway planning process sets the stage for fulfilling this mission by balancing needs with limited resources. The planning and programming process sets long-range funding and programming strategies statewide. Identified highway needs are used in developing a financially constrained STIP.

The 1991 ISTEA established a National Highway System (NHS) and a Surface Transportation Program (STP). The NHS includes the Interstate system and all principal arterials until Congress designates a new system by 1995. The STP is a flexible funding program for all rural highways classified as major collectors and minor and principal arterials; and in urban areas: urban streets that are classified as collectors and minor and principal arterials. STP funds can be used for highways, transit capital projects, rideshare projects, and pathways used for transportation purposes. Ten percent of STP funds are to be used for transportation enhancements and ten percent for safety projects. In addition, there are three other funding categories. They are:

1. The Congestion Mitigation and Air Quality (CMAQ) program that funds transportation projects in non-attainment areas for ozone and carbon monoxide. In states which do not have non-attainment areas the funds can be used as regular STP funds;
2. The Bridge Replacement and Rehabilitation Program that provides federal-aid assistance for any bridge on a public road;
3. The Federal Lands Program that authorizes spending on Indian reservation roads, parkways and park roads and public lands highways, which include forest highways;

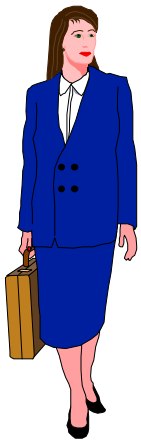
Data are collected for all state highways and some are collected for local agencies. A record is maintained of accidents, flow of traffic, pavement condition, and other selected highway data. The identification of needs includes accident experience and potential benefits including ranking in the high-accident location system (HAL). Scheduling and budgeting for these projects are carried out through the Hazard Elimination Safety (HES) Program.

In addition to federal funding, Idaho utilizes state funds. The three primary sources of state funds are motor fuel fees, weight-distance fees, and vehicle registration fees. The state also receives minor revenue from truck load violation fees, overweight-over width permits, billboard permits, sales of property and equipment, property rental, and interest earnings. State highway trust funds are used to administer and maintain state and local jurisdiction highways, roads, and streets and to match federal-aid funds for construction and other purposes.

State and local highways, roads, and streets are functionally classified for many purposes based on federal guidelines that ensure consistency between states. The classifications reflect the use of the roadway ranging from full mobility on the interstate to full land access on local streets (Exhibit 4).

Bicycle and Pedestrian

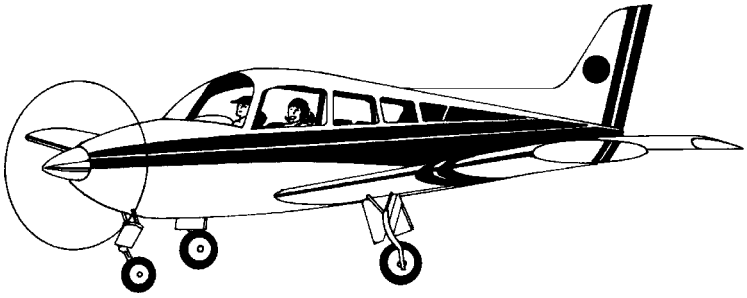
The current policies of the Idaho Transportation Department support the planning and development of a balanced, multi-modal transportation system. These policies were adopted by the Idaho Transportation Board in June, 1993 (B-09-08) and subsequent administrative policies were established (A-09-08). The Department's director is authorized to establish standards and specifications for the provision of bicycle/pedestrian facilities in conjunction with federal-aid or state-funded highway projects. These policies are contained in an interim guide for *Accommodating Bicycles and Pedestrians within Idaho's Transportation System.* See Exhibit 5 for statewide bicycle planning priorities.



When bicycle-pedestrian programs began in the late 1960s, the emphasis was strictly on providing and improving facilities. However, simply providing a bicycle and pedestrian friendly "physical" environment does not solve all of the problems associated with non-motorized travel. Some safety problems, for example, may be more easily solved through programs than through facilities. A comprehensive "4-E" program approach is being developed that combines the elements of Engineering, Education, Enforcement, and Encouragement.

Aviation

The Idaho Division of Aeronautics coordinates a three-tiered planning process with the Federal Aviation Administration (FAA) and municipalities. In Idaho there are 128 publicly-owned airports; 41 are eligible to receive federal and state assistance, 29 are eligible for state assistance, 30 are operated by the ITD Division of Aeronautics, and the remainder are operated by federal agencies. These airport locations are shown on Exhibit 6.



Planning is comprised of the State Aviation System Plan, Airport Master Plans, and the Capital Improvement Program. The purpose of Aviation System Planning is to determine the extent, type, nature, location, and timing of airport development needed to establish a viable, balanced, and integrated system of airports and support facilities. The purpose of airport master planning is to provide guidelines for future airport development which will satisfy aviation demand in a financially feasible manner and resolve aviation related issues in each community. Airport master planning is done by airport owners while airports and supporting system planning are done by the Division of Aeronautics. Every effort is made to assure that planning is coordinated to avoid duplication of efforts. The aviation system and airport master planning, coupled with municipal input, form the basis for the five-year capital improvement program which is submitted to the Federal Aviation Administration for approval.

The Idaho Aeronautics Advisory Board recommends projects to the Idaho Transportation Board for their review and approval. A critical factor in scheduling projects at Idaho's municipal airports is often local ability to match available federal and state funds.

The Federal-aid Airport Program is divided into funding categories as follows:

1. Primary airports that have regularly scheduled air service and enplane over 10,000 passengers annually. Currently there are seven in Idaho;
2. Commercial Service airports that have regularly scheduled air service with less than 10,000 passengers enplaned annually. Idaho has only one airport in this category;
3. Reliever airports that are designated by FAA to provide for capacity relief to the busy airports. Idaho has only one airport in this category;
4. General aviation airports (32 in Idaho) that provide service for small aircraft.

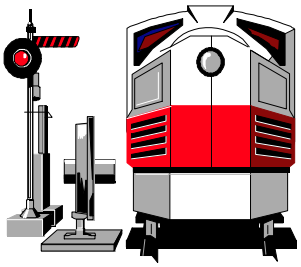
FAA grants are generally for 90% with 10% local match. ITD attempts to provide 50% of the municipal share on all general aviation grants. Limited funds available to ITD currently restricts participation to a limited number of grants in the other categories.

In addition to assisting with matching funds for federal-aid grants, ITD provides grants for 50% (up to 75% under certain circumstances) for improvements not eligible for federal assistance. Also, the State aviation trust funds are used to maintain 30 state-operated airports.

Railroads

There are approximately 2025 miles of railroad lines in Idaho. These include mainlines, secondary mainlines, branch lines, and short lines. The State is served by two major railroads providing connections to all rail points in the United States and Canada (Exhibit 7).

The Idaho Transportation Department does not own or operate any active rail lines. The role of the state rail program is to assist in the preservation of essential rail lines through planning and administering the federal Local Rail Freight Assistance Program (LRFA).



The primary focus of the State's involvement in rail planning and the federal LRFA program is to assure that Idaho will be served by an efficient rail network integrated into a state transportation system to preserve those rail lines which are essential to Idaho's economy.

The economics of the rail system and alternative methods for retaining essential rail services are evaluated in the planning process. Priority is given to branch lines that could be abandoned or have service reduced. The rail planning process benefits shippers, railroad communities and local officials who have a stake in preserving essential local rail freight service.

Federal funding for the LRFA program is provided by the Federal Railroad Administration (FRA). The 30 percent local match is provided by the railroad or other private sources. The funds are used primarily for capital improvements such as track rehabilitation and/or new connections. Identified projects, for which financial assistance is requested, are reviewed by the ITD. Based on this evaluation, projects are selected annually for LRFA funding.

The LRFA program is a discretionary grant program. Idaho competes with other states for project funds. The ITD administers and carries out the construction of the project. Due to limited funding and the discretionary nature of the program, the FRA has historically funded only one project per state per year. Future projects are difficult to anticipate because the state rail system is changing as major carriers sell or lease lines to smaller regional carriers. These new carriers have the option to seek federal LRFA funds for needed track improvements.

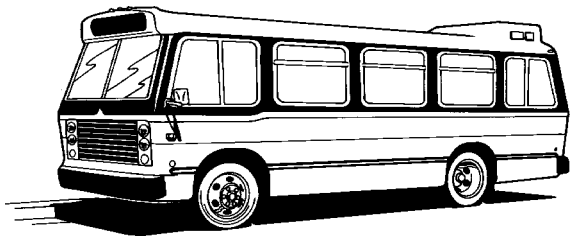
The track rehabilitation program is designed for those railroad sections that have suffered from deferred maintenance and where the infusion of funds could prevent the rail line from being abandoned. Projects for this program are selected by the ITD in cooperation with appropriate local officials, other state agencies, and the railroads involved.

When railroad lines are abandoned, ITD initiates action to allow public agencies to acquire the abandoned right-of-way for public use. The public agencies then work with the railroad agency to purchase right-of-way rights for future transit, pathway or other needs.

Public Transit

There are 11 general purpose transit systems in Idaho. Idaho's transit systems range from the State's largest metropolitan provider, Boise Urban Stages (BUS), which offers general public service averaging over 1,000,000 riders a year, to smaller transit systems, such as Lewiston's Valley Transit (VT) which averages about 30,000 rides per year.

The transit systems fall into two categories according to population size (Exhibit 8). The first category is composed of three metropolitan systems servicing population areas over 50,000. The second category consists of Idaho's eight small city/rural systems which serve areas under 50,000 people. In addition, there are 32 paratransit services for the elderly and disabled persons.



The ITD provides financial grant-in-aid programs, planning and technical assistance for public and specialized transportation service providers. The Division of Public Transportation administers the programs under five categories: 1) metropolitan planning, 2) capital and operating programs for urbanized areas, 3) capital assistance for private non-profit organizations serving elderly and disabled persons, 4) public transit services in non-urbanized areas, and 5) rural transportation assistance programs. All programs carried out by ITD are funded

by the Federal Transit Administration (FTA).

The ITD Division of Public Transportation's planning efforts are largely carried out through the statewide planning program under Section 26 FTA. Through this program support services are extended to local governments and transit operators to assist with research and plan development. In addition, there are three MPOs in Idaho that carry out urbanized transit planning underwritten in part by Section 8 FTA funding.

The ITD Division of Public Transportation is redirecting long-range plan development processes to accommodate a new focus on regionalization. Public Transportation Advisory Committees in each of the six planning regions are receiving support to help establish their own regional plan documents. When fully implemented, this regional planning focus will allow the Division of Public Transportation to develop and update a statewide public transportation long-range plan comprised of six regional chapters with an integrated statewide perspective and direction. In the meantime, an interim long-range plan will serve as the statewide public transportation guide.

The Ada Planning Association serves northern Ada County (includes Boise) in southwestern Idaho. In the southeastern part of the state, the Bannock Planning Organization and the Bonneville Metropolitan Planning Organization serve the Pocatello and Idaho Falls areas, respectively. Idaho Falls has just recently been designated an urbanized area by the Bureau of the Census. The Bonneville MPO is in its early development phase with regards to public transit planning.

In 1992, state legislation established a State Transportation Advisory Council, six Regional Public Transit Advisory Committees, and an Interagency Working Group. The purpose was to provide input to ITD in identifying and analyzing public transportation needs, establishing areas for the coordination and provision of transit services, and providing for uniform data collection systems.

Future Activities and Time Frames

Transportation plans are under development for each of the modes. The schedule of activities for these plans and other special plans are as follows:

ACTIVITY	INTERGOVERN-MENT & PUBLIC INVOLVEMENT	DRAFT PLAN	INTERGOVERN-MENT & PUBLIC INVOLVEMENT	FINAL PLAN
Aviation Plan	Feb. 1996	April 1996	July 1996	Sept. 1996
Public Transp. Long-Range Plan	April 1995	June 1995	Aug. 1995	Sept. 1995
Rail Plan	Dec. 1994	June 1995	July 1995	Sept. 1995
Highway Plan	May 1996	July 1996	Oct. 1996	Jan. 1997
Corridor Plans	May 1996	July 1996	Oct. 1996	Jan. 1997
Fund Allocations by Districts	May 1997	July 1997	Oct. 1997	Jan. 1998
Regional Intermodal Plans	May 1997	July 1997	Oct. 1997	Jan. 1998
Bicycle Plan	Completed	Completed	Completed	Jan. 1995

APPENDIX A

*

Transportation Revenue Projections

The following population and economic data were derived from the 1994 State Profile, developed and published by Woods & Poole Economics, Inc., 1794 Columbia Roads, Washington, DC. These may differ somewhat from other extant growth projections which are more regional in nature, but the overall increase in Idaho's economic activity will not vary significantly.

Population Forecasts

Idaho's population grew to 1,011,630 in 1990, an increase of 6.65% over its population of 948,570 in 1980. Most of the population growth occurred in the metropolitan regions, a trend expected to continue at least for the next twenty years (see Exhibit 9, page 38).

Personal Income Forecasts

Total personal income is forecasted to increase over the 1990 to 2015 period at an annual rate of 5.44%. This will vary by regions of the state. Real personal income is expected to average 2.4% per year compared to a national average of 2.3% per year. Wage rates for nearly every category of employment are expected to increase, however, population increases are expected to dampen the per capita income growth rate keeping it at levels which are nearly identical to the national rates. In the same 1990 to 2015 period, the number of households in Idaho are expected to increase at an annual rate of 2.15% compared to the national rate of 1.3%. Since personal income and number of households are significant factors for making trips, the annual growth is expected to be reflected in increased travel statewide.

Economic Forecast

Growth in the state of Idaho has been strong for the last five and one-half years. Non-agricultural employment growth in the State averaged nearly 5.7% per year from an average 1987 level of 393,000 to a mid-year 1993 level of 428,000. Manufacturing employment growth gained 14,700 jobs since 1987. These manufacturing gains show the changing trend from Idaho's traditional manufacturing industries of Food Processing, Lumber and Wood Products, and Primary Metals to electronics and services. For example, Food Processing, Lumber, and Primary Metals accounted for 63.5% of the state's manufacturing employment in 1980. By 1990 this figure had fallen to 50.7%, and by mid-year 1993 it had slipped to 46.6%.

Machinery and electronic equipment manufacturing have added nearly 8,200 jobs from 1988 to mid-year 1993, representing nearly 56% of the state's total manufacturing job growth in that time period.

Ada, Canyon, and Bannock counties received the vast majority of these jobs. Due to this changing mix, Idaho's economy is becoming more diverse and, to a certain extent, less cyclical. The population and economic forecasts to A.D. 2015 are shown in Exhibit 9.

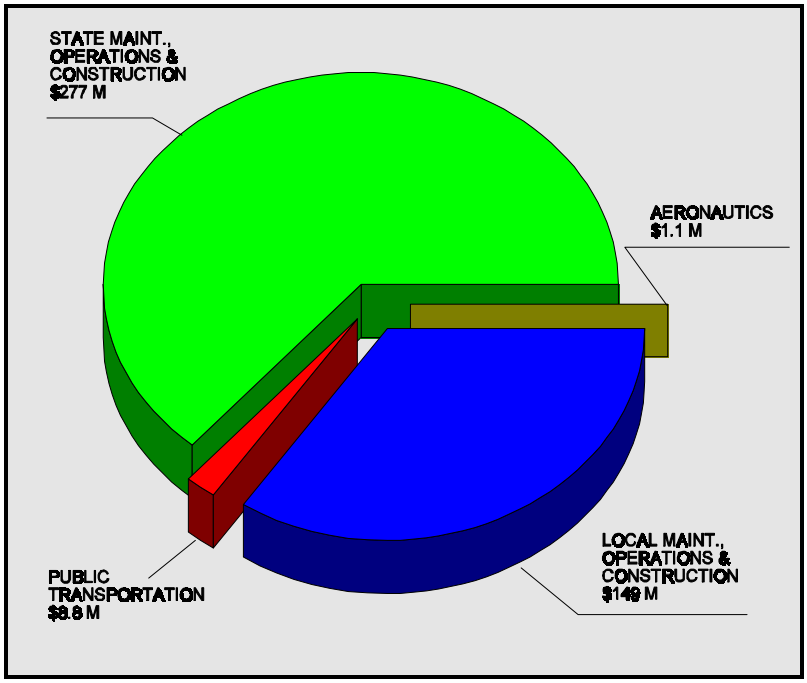
EXHIBIT 9
POPULATION AND ECONOMICS DATA
1990-2015

	Population		Employment		Personal Income ($Millions)		Households/Persons per House (Thousands)	
	1990	2015	1990	2015	1990	2015	1990	2015
District 1	127,420	214,520	63,280	107,700	1,629.59	4,105.10	49.08/2.57	84.59/2.51
District 2	90,310	108,770	51,380	65,650	1,180.12	2,082.86	34.69/2.47	41.97/2.41
District 3	377,630	581,180	219,250	334,960	5,429.89	12,779.72	138.37/2.66	215.85/2.63
District 4	137,490	166,250	78,750	101,290	1,882.59	3,275.85	49.45/2.74	60.59/2.69
District 5	136,710	159,760	63,800	80,260	1,594.88	2,660.94	45.64/2.96	53.70/2.94
District 6	142,070	193,310	75,960	103,930	1,757.53	3,226.12	45.34/3.08	61.92/3.04
State Total	1,011,630	1,423,790	552,420	793,790	13,474.60	28,130.59	362.57/2.73	518.16/2.68

During the period of the forecast, Idaho's overall economic growth is projected to increase in nearly every significant area: population, jobs, households, output, income, exports, foreign trade, and travel. These increases will create the need for improvements and expansion of transportation services throughout the state, but more especially in those areas experiencing high growth.

Long-Range Funding Projections

The economic forecasts show the need to increase public investment to expand and improve existing transportation systems and services. Idaho must provide mobility for a significantly larger population and economy while remaining competitive in a dynamic global economy. Idaho's transportation expenditures are currently approximately $398 million annually. This includes investments by all levels of government and highway districts, and from all funding sources. Approximately $160 million is spent for the ongoing maintenance and improvement of local roads and streets, and about $228 million is spent on maintenance, operation, and construction of the state highway system. Approximately $1.2 million is used for aeronautics. For public transportation in the major cities, $7



million in federal funds is matched by $1.8 million in local funds

Providing adequate funding is critical for attaining the ITP vision and goals. Several funding issues need to be addressed. First, the current obligational limitations on federal funds have substantially reduced the actual available revenues; second, local and state-raised revenues have not kept pace with transportation needs; third, the long-term impact of alternate-fuel vehicles and fuel efficiency on fuel tax revenues is substantial and; fourth, public expectations for amenities from transit services and highway projects, and governmental regulations increase overall transportation costs. *Given the nature of the current transportation revenue projections, within a few years the state will have to substantially reduce the level of transportation infrastructure investment unless revenues are increased at both the state and federal levels.*

Highway Finance

The two principal sources of highway user revenues are federal aid and state user taxes. Federal aid comes from the U.S. Highway Trust Fund which receives federal user taxes on gasoline and special fuels. Idaho user-tax revenues are deposited in the Highway Distribution Account from state fuel taxes, vehicle registration fees, and weight-distance taxes. The third major source of funding for highways is property taxes and general fund appropriations which are generated by local governments. Also, local governments receive distrubtions of state sales tax revenues and a portion of these fund are applied to local roads.

In 1994, federal funds provided 30 percent of all highway revenues, state user taxes provided 51 percent, and local jurisdiction funds provided 19 percent. During the period 1995-2015, it is estimated that these proportions will be 30 percent, 50 percent, and 20 percent, respectively.

Federal Aid

Idaho receives federal aid from the U.S. Highway Trust Fund based on distribution formulas. Also, Idaho competes with other states for certain discretionary funds. Federal funds provided to Idaho in 1994 totaled $134 million, which included $7.5 million in demonstration funds. Since funding is difficult to forecast, three funding scenarios were developed for the ITP based upon low, medium,

and high forecasts.

Congress places a limitation on obligations for many programs in ISTEA which is lower than the sum of authorization levels provided in the Act. The Office of Management and Budget (OMB) must also estimate the budgetary impact of the act and make further reductions in obligational authority to bring total spending into line with the overall federal budget. This impacts federal aid to the states. For the purpose of developing the ITP, dollar projections are based on fully funded authorization levels in coming years and should be regarded as “best-case” figures.

The U.S. Highway Trust Fund was extended to the end of FY 1999 by the 1991 ISTEA. This means that highway-related user taxes, which were scheduled to expire at the end of FY 1995, have been extended four years.

The Mass Transit Account of the U.S Highway Trust Fund receives 1.5 cents per gallon of the motor-fuel taxes. The 1991 ISTEA allows expenditures from the Mass Transit Account for "capital-related" as well as for "operational" purposes.

A National Recreational Trails Trust Fund was established in the ISTEA to support the National Recreational Trails Funding Program. Monies transferred to this Trust Fund are equivalent to 0.3 percent of total Highway Trust Fund receipts in the first year and, afterwards, to "non-highway recreational fuel taxes." These latter taxes are from sales of outdoor recreational equipment and fuel purchased for use on recreational trails. The Idaho Department of Parks and Recreation has been designated to administer those funds coming to Idaho.

The major federal-aid highway programs are:

- National Highway System (NHS);
- Interstate System, which is a component of the NHS;
- Interstate Maintenance Program;
- Interstate Substitute Highway and Transit Projects;
- Surface Transportation Program.

The National Highway System consists of about 155,000 miles, including all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network and strategic highway connectors. The system, which was proposed in December, 1993, must be approved by Congress before September 30, 1995. The proposed mileage for Idaho is 2,350 miles. The NHS funding level is $21 billion for six years. Of this amount, Idaho will receive about $157 million.

Although a part of the NHS, the Interstate Highway System will retain its separate identity and will receive separate funding. Since the Interstate System is now completed, Idaho will receive instead of Interstate funds a portion of the Interstate Maintenance Program funds. Of a total $17 billion nationally, Idaho will receive $25 million annually from 1994 through 1999.

Idaho will receive approximately $4 million in FY 1995 from the Federal Transit Administration for public transportation services, programs and planning. Transportation services are funded for urban transit, small city/rural transportation systems, and special needs transportation for the elderly and persons with disabilities. Local matching funds are required. Funding for the various public transportation programs are codified and administered as follows:

Section 8	Planning and Technical Studies Grant is codified at 49 U.S.C. 1607 and administered under FTA Circular UMTA C 8100.1A. Funds provided to Metropolitan Planning Organizations (MPOs) for planning and technical studies tasks are described in the Unified Planning Work Program;
Section 26a	Federal funds for State Administration (grant management and planning assistance) of Section 8;
Section 9	Formula Assistance Program is codified at 49 U.S.C. Section 1601 and administered under FTA Circular UMTA C 9030.1A. Funds are available to urbanized areas for planning, capital, and operating assistance purposes;
Section 16	Formula Capital Assistance Program for Elderly Persons and Persons with Disabilities is codified at 49 U.S.C. Section 5310 and administered under FTA Circular FTA C 9070.1C. FTA funding categories: Capital Assistance/State Administration;
Section 18	Formula Assistance Program for Non-urbanized areas is codified at 49 U.S.C. Section 5311and administered under FTA Circular FTA C 9040.1C. FTA funding categories for this grant include Base, Discretionary, Intercity. Project types include: Capital, Administration, Operating, and State Administration;
CMAQ	Congestion Mitigation and Air Quality Improvement Program funds aid in financing Planning and Capital assistance under Title I provisions of the ISTEA. Funds are obligated in the Section 18 FTA contract;
RTAP	Rural Transit Assistance Program funds are provided to states to provide training, transit research, support services, and technical assistance for non-urbanized areas. The program is codified at 49 U.S.C. Section 1601, et seq. and obligated in the Section 18 FTA contract.

The Surface Transportation Program (STP) is a program that may be used by the States and localities for any roads (including NHS) that are not functionally classified as local roads or rural minor collectors. These roads are now collectively referred to as federal-aid roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads, but can be used on any public road. Transit capital projects are also eligible under this program.

The total national funding for the STP for six years is $23.9 billion. However, this level may be adjusted annually by the transfer of funds from other programs and by the equity funds (Donor State Bonus, Reimbursement, Hold Harmless, and 90 Percent of Payments). Idaho's STP apportionment is approximately $40 million annually. Adjustment factors (variable) increase this amount to $53.4 million, annually. The Transportation Enhancement Program is funded by 10 percent of these funds.

Other allocation programs funded under the Federal-aid Highway program and pertinent to Idaho are as follows:

- Congestion Mitigation and Air Quality Improvement Program ($5 million annually with half committed to the STP),
- Bridge Replacement and Rehabilitation Program ($6.5 million annually),
- Federal Lands Program (approximately $10 million annually),
- Innovative Projects (discretionary),
- Congestion Relief (discretionary),

In addition to the above, there are special grant programs for National High-Speed Ground Transportation Programs, Scenic Byways Program, Use of Safety Belts and Motorcycle Helmets (including penalty clause for those states not enacting appropriate legislation), and National Recreational Trails funding. The Safety Belts and Motorcycle Helmets program is funded from Section 402 funds at $48 million annually. The discretionary nature of Innovative Projects and Congestion Relief Projects eliminates them from consideration for long-range planning.

For long-range planning, it is anticipated that the 1991 ISTEA programs will continue for the next 20 years with periodic increases as Congress reviews the legislation annually. Exhibits 10, 11, and 12 show the estimated low, medium, and high distribution of federal aid to governmental agencies. The distributions to local governments are based on allocations approved by the Idaho Transportation Board. The approved allocations are $6.6 million annually to counties and $6.6 million annually to cities. The $6.6 million allocated to the counties is further distributed to highway districts and county highway districts based on improved road mileage. The $6.6 million allocated to the cities is distributed based on the population of each city to the total population of all cities. When an urbanized area population exceeds 200,000 in population, fifty percent of the STP funds (after 20 percent deductions for enhancements and CMAQ) go to that urbanized area based on its population in relation to the total population of the state. In Idaho, this would mean 10% of the STP funds.

The State & Local STP and CMAQ amounts are available to the ITD and local governments for Safety, Hazard Elimination System, Railroad Pavement/Safety, Enhancement, and Congestion Mitigation and Air Quality programs. The local bridge amounts are available to local jurisdictions for federal-aid system critical bridges and off the federal-aid system critical bridges.

EXHIBIT 10
FEDERAL-AID HIGHWAY REVENUES
($000)
Low Estimate

Year	State & Local STP & CMAQ	Local Bridge	State Bridge	State	County .6076	Highway District .3924	City
1996-2000	68,500	12,000	21,500	365,500	20,050	12,950	33,000
2001-2005	68,500	12,000	21,500	365,500	20,050	12,950	33,000
2006-2010	65,500	12,000	21,500	365,500	20,050	12,950	33,000
2011-2015	65,500	12,000	21,500	365,500	20,050	12,950	33,000
Total	268,000	48,000	86,000	1,462,000	80,200	51,800	132,000

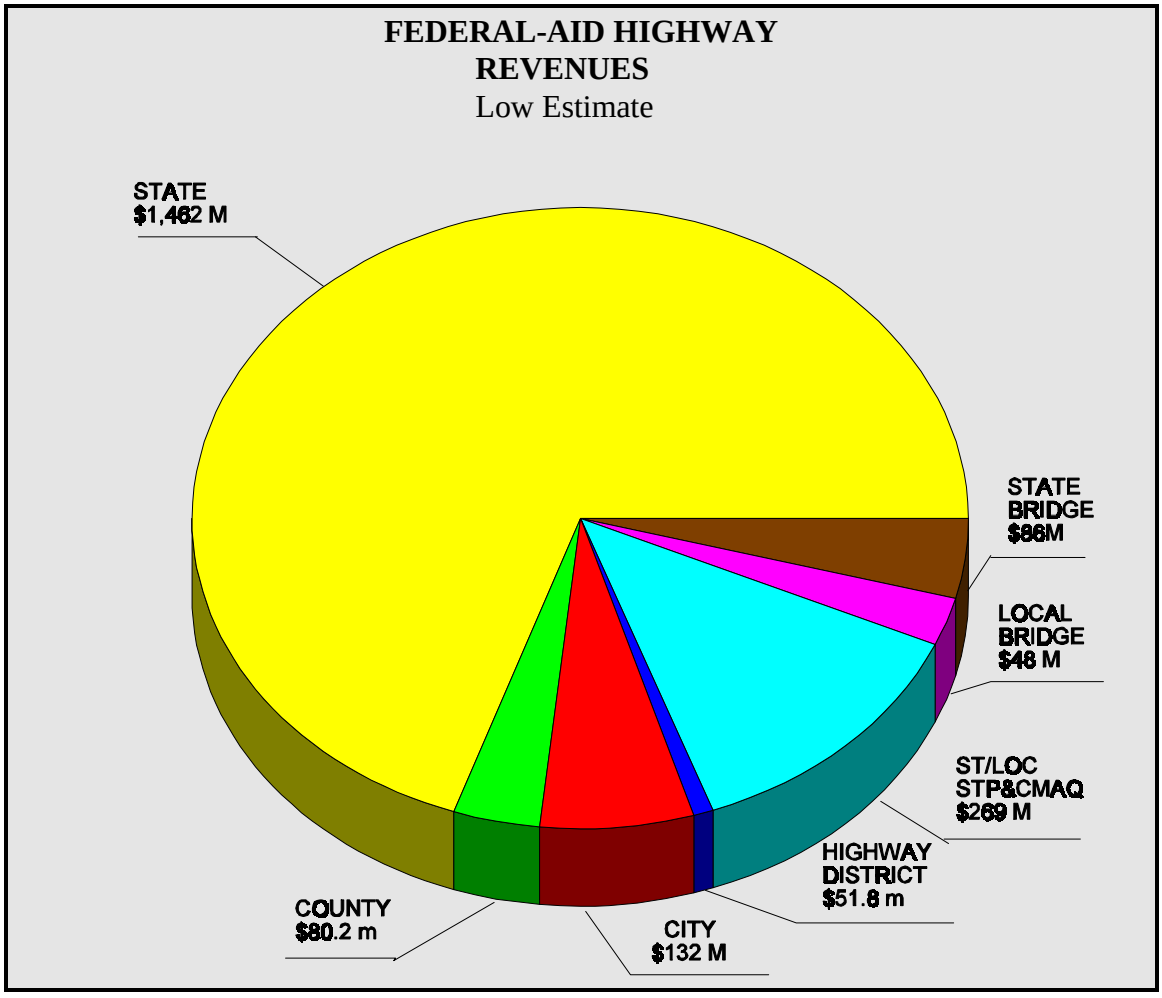


EXHIBIT 11
FEDERAL-AID HIGHWAY REVENUES
($000)
Medium Estimate

Year	State & Local STP & CMAQ	Local Bridge	State Bridge	State	County .6076	Highway District .3924	City
1996-2000	68,800	10,623	21,597	367,441	20,050	12,950	33,000
2001-2005	74,913	11,558	23,541	400,511	20,050	12,950	33,000
2006-2010	83,728	12,945	26,366	448,572	20,050	12,950	33,000
2011-2015	96,287	14,889	30,321	515,858	20,050	12,950	33,000
Total	323,728	50,010	101,825	1,732,382	80,200	51,800	132,000

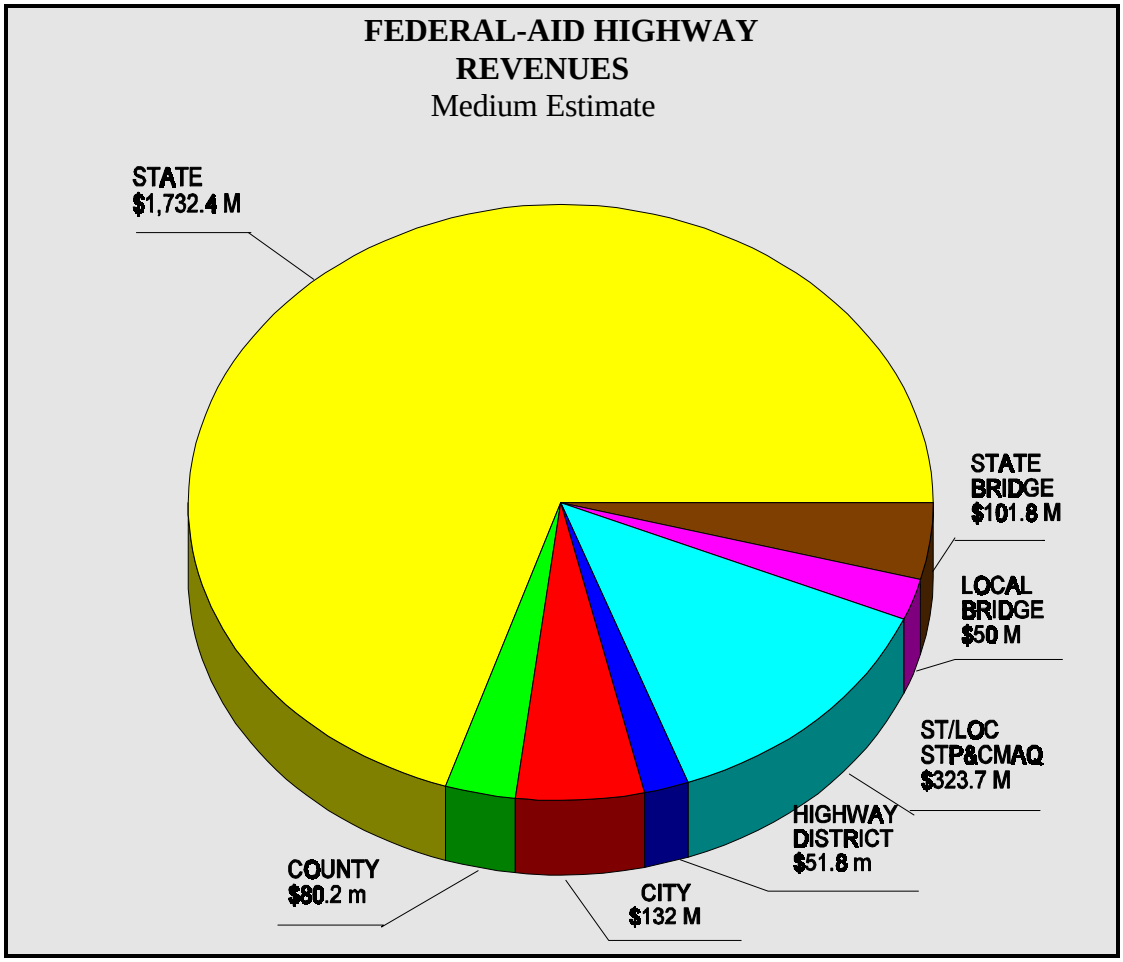
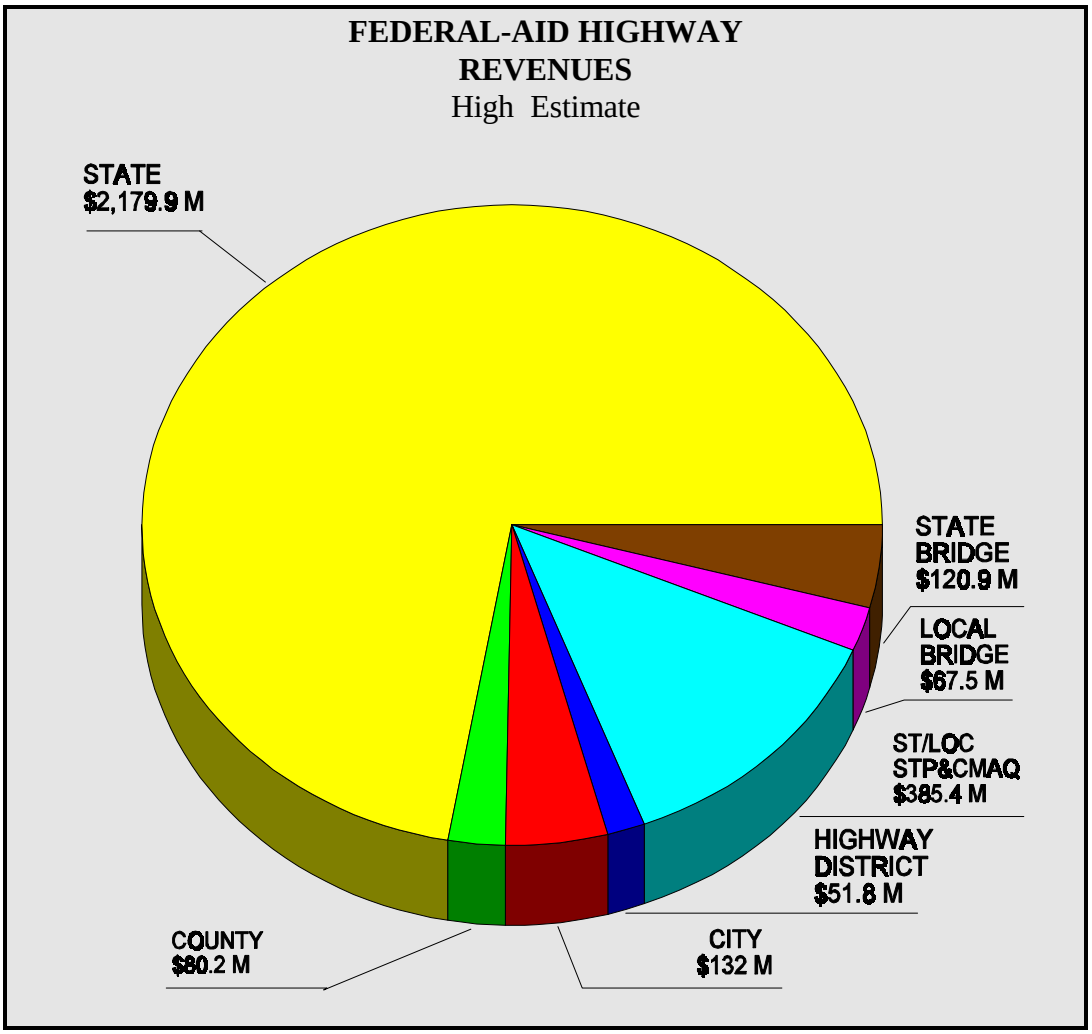


EXHIBIT 12
FEDERAL-AID HIGHWAY REVENUES
($000)
High Estimate

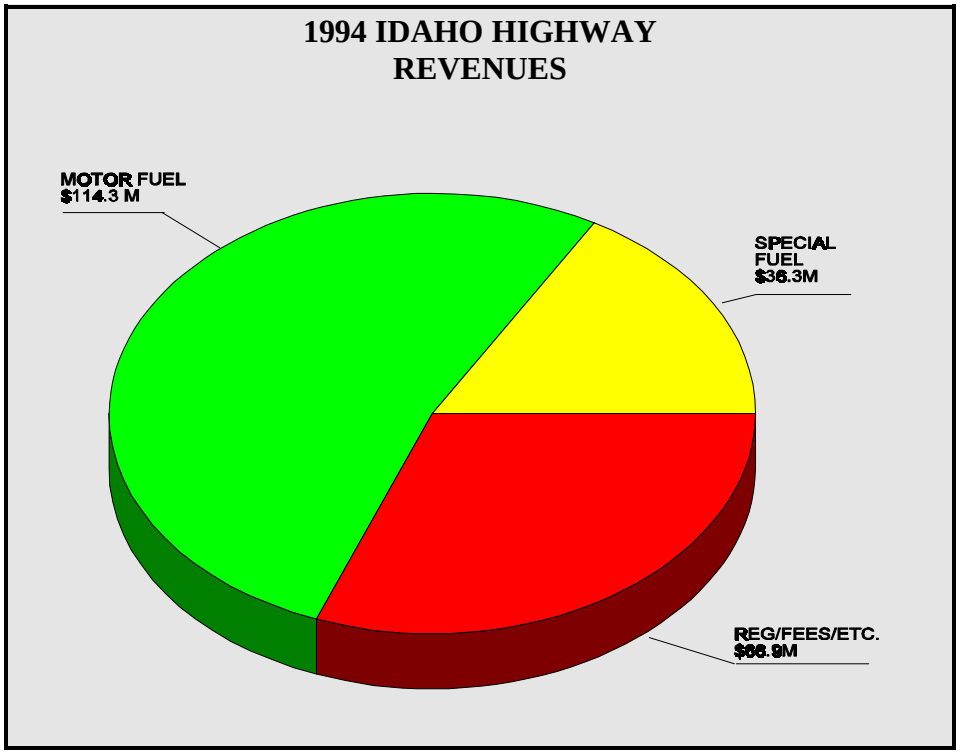
Year	State & Local STP & CMAQ	Local Bridge	State Bridge	State	County .6076	Highway District .3924	City
1996-2000	69,117	12,108	21,694	391,077	20,050	12,950	33,000
2001-2005	81,847	14,336	25,686	463,035	20,050	12,950	33,000
2006-2010	101,996	17,862	32,004	576,942	20,050	12,950	33,000
2011-2015	132,391	23,186	41,541	748,870	20,050	12,950	33,000
Total	385,351	67,492	120,925	2,179,924	80,200	51,800	132,000

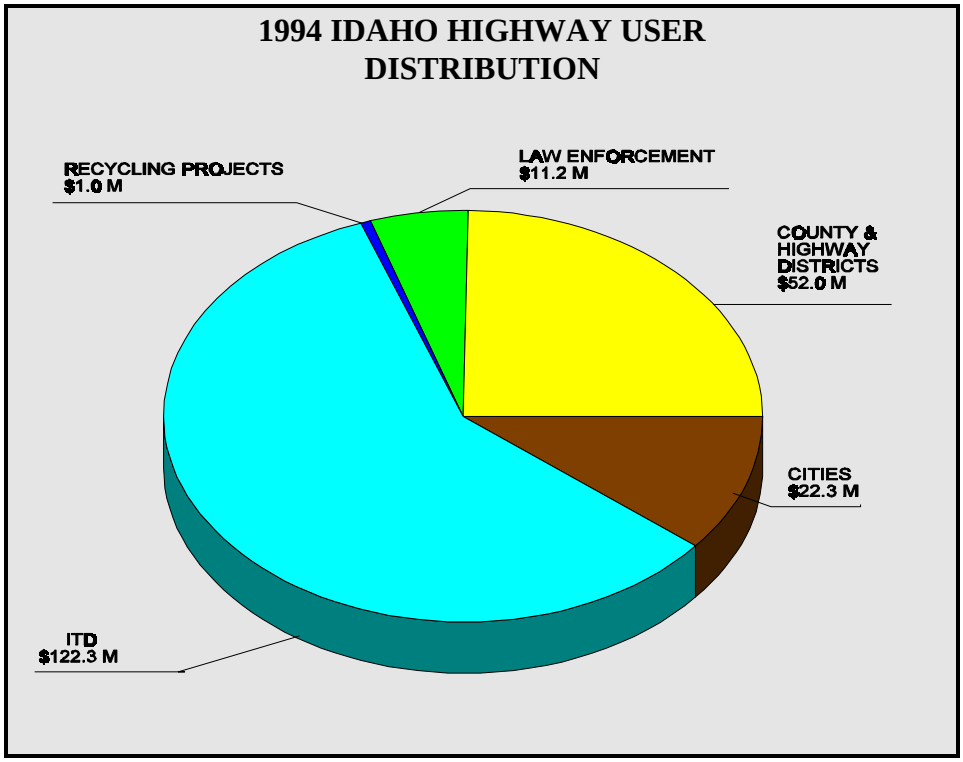


Idaho Highway User Revenues

Receipts: State funds are derived from user fees collected throughout the state. The gross revenues from these fees during the 1994 fiscal year totaled $208,862,448. The funds were derived as follows:

Motor Fuel Taxes	$114,329,885
Less: Administration	(4,331)
Refunds	(2,052,768)
RR, Bridge, & LHNAC	(250,000)
Net to Distribute	112,031,448
Less: W/W, Off-Road & Parks	(3,379,298)
Net to H.D.A.	108,652,150
Special Fuel Taxes	36,344,813
Less: Administration	(449)
Refunds	(3,021,473)
Net Special Fuel to H.D.A.	33,323,789
Reg/Fees/etc. subtotal	66,866,509
Passenger Cars & Trucks	26,566,714
State Truck Registrations	4,881,028
96-Hr. & Single Trip Permits	1,184,180
Caravan Fees	288,733
Misc. Reg. & Plate Fees	1,615,231
Gross Weight Distance Tax	27,533,251
Reports & Fines	3,272,550
Operators Licenses	1,544,822
TOTAL TO H.D.A.	$208,862,448
½ % of HDA to Recycle Projects	(1,044,312)
TO LOCALS	$ 74,336,547
30% to Cities	$ 22,300,964
70% to Co. & Hwy. Dist.	$ 52,035,583
TO LAW ENFORCEMENT	$ 11,222,179
TO ITD	$122,259,409

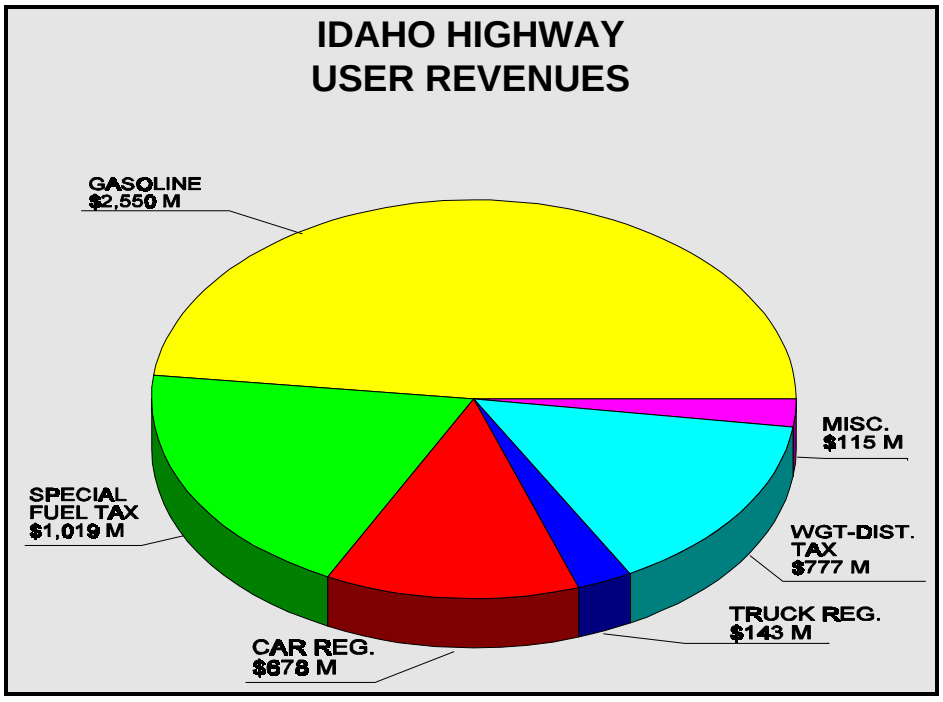

1994 IDAHO HIGHWAY REVENUES
MOTOR FUEL $114.3 M
SPECIAL FUEL $36.3M
REG/FEES/ETC. $66.9M


1994 IDAHO HIGHWAY USER DISTRIBUTION
RECYCLING PROJECTS $1.0 M
LAW ENFORCEMENT $11.2 M
COUNTY & HIGHWAY DISTRICTS $52.0 M
CITIES $22.3 M
ITD $122.3 M

Forecast: The 20-year forecast for Idaho Highway User Revenue is based on continued growth in the economy as shown in Exhibit 9. The ITD uses econometrics modeling techniques to estimate future revenues from user and non-user sources which are made available for highway purposes. Past trends are used as guides for the future. These are balanced by forecasted economic factors. Known political decisions are included in the modeling, but proposed decisions are not. The forecasts in highway user revenues are shown in Exhibit 13.

EXHIBIT 13
IDAHO HIGHWAY USER REVENUE
($000)

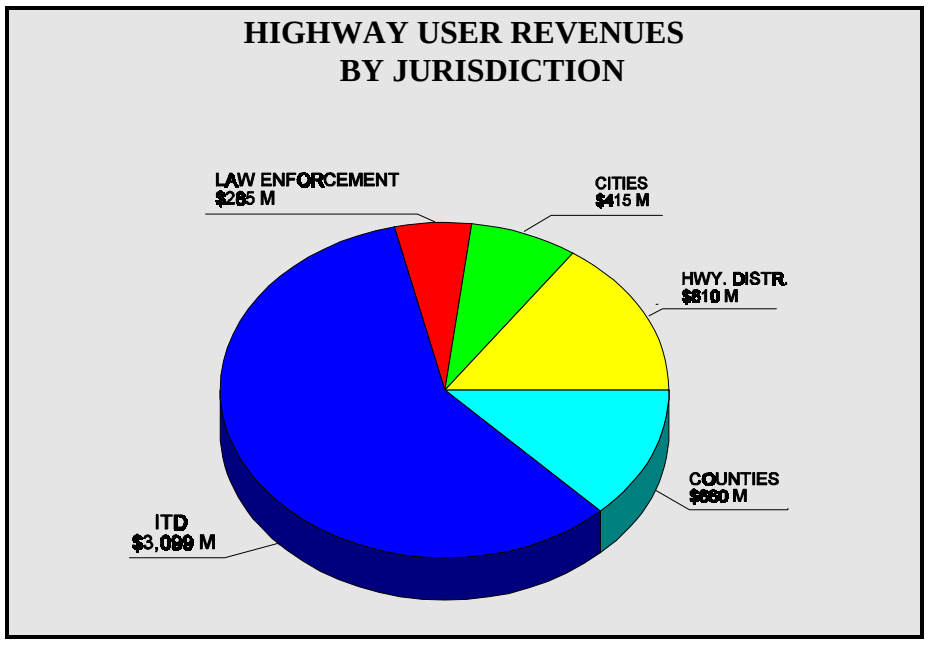
Year	Gasoline	Net Special Fuel Tax	Passenger Car Registration	Truck Registration	Weight Dist Tax	Misc.	Total
1996 2000	581,054	204,063	152,049	33,954	157,308	27,700	1,156,127
2001 2005	623,455	235,210	162,143	34,905	178,938	28,750	1,263,400
2006 2010	657,078	271,795	175,028	36,323	206,770	29,250	1,376,243
2011 2015	688,593	307,720	188,638	37,465	234,100	29,750	1,486,265
Total	2,550,180	1,018,788	677,858	142,647	777,116	115,450	5,282,035



Distributions: The current formula for distributions of state road user revenues allocates 5.4 percent for law enforcement, 58.83 percent to the state and 35.8 percent to local governments. The local share is divided 30 percent to cities and 70 percent to counties and highway districts; however, in the case of those cities whose street responsibilities have been assumed by a Highway District, HDA funds allocated to such cities are reassigned to the highway district. Effectually, cities with street responsibilities receive about 22.5 percent of the local government share of HDA funds. This "pass through" of funds is reflected in study values because the needs for highway districts include city street needs which are the responsibility of the respective highway district. As a result of these arrangements, over the period 1994 through 2015, the $2.4 billion in HDA funds will be distributed 5.4 percent for law enforcement, 58.8 percent to state highways, 12.5 percent to counties, 15.4 percent to highway districts and 7.9 percent to cities.

EXHIBIT 14
IDAHO HIGHWAY USER REVENUES BY JURISDICTION
($000)

Year	Law Enforcement	State ITD	Counties	Highway Districts	Cities
1996-2000	62,430	680,150	144,741	177,826	90,980
2001-2005	68,225	743,255	158,170	194,325	99,422
2006-2010	74,318	809,645	172,300	211,683	108,302
2011-2015	79,528	866,433	184,385	226,528	115,898
Totals	284,501	3,099,483	659,596	810,362	414,602



Idaho Non-User Revenues

Local jurisdictions apply property tax and general fund revenues to highways. Local jurisdictions also receive a portion of state sales tax revenues and some of these funds are used for highway purposes. These funds are used to match federal-aid highway funds, federal transit funds and federal aviation funds. The 20-year forecast for non-user revenues for highway purposes for counties, highway districts, and cities are shown in Exhibits 15 to 18.

EXHIBIT 15
COUNTY NON-USER REVENUES
($000)

Year	Property Tax	Other Local Sources	Other Local Governments	Sales and Inventory	Other State Funds	National Forest Reserve	All Other Federal
1996-2000	44,400	8,000	830	5,000	5,500	51,940	1,650
2001-2005	46,500	8,625	1,125	5,000	6,000	64,940	2,375
2006-2010	48,000	9,250	875	5,000	5,250	77,940	2,625
2011-2015	49,548	9,750	700	5,000	5,500	90,940	2,875
Totals	188,448	35,625	3,530	20,000	22,250	285,760	9,525

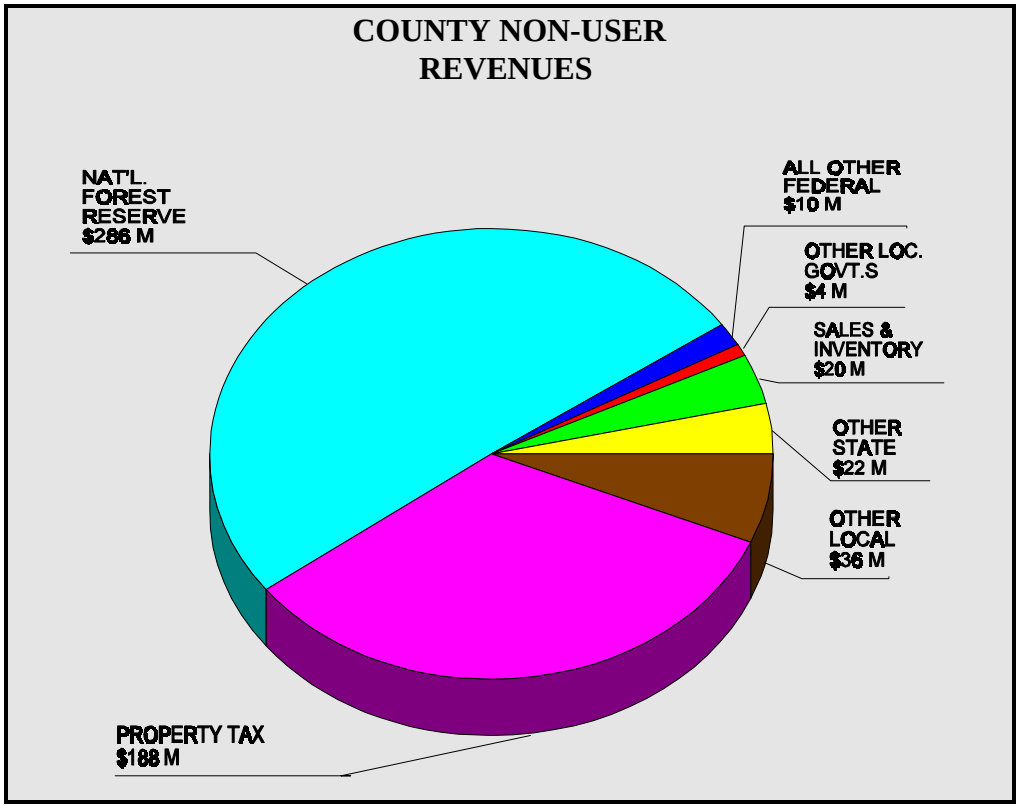


EXHIBIT 16
HIGHWAY DISTRICT NON-USER REVENUES
($000)

Year	Property Tax	Other Local Sources	Other Local Governments	Sales and Inventory	Other State Funds	National Forest Reserve	All Other Federal
1996-2000	133,200	51,000	20,100	11,700	9,600	23,000	4,000
2001-2005	148,500	50,000	24,000	12,875	12,000	28,000	3,500
2006-2010	160,000	65,000	26,750	14,000	14,000	31,750	3,500
2011-2015	170,000	82,500	30,500	15,000	16,250	35,500	3,500
Totals	611,700	248,500	101,350	53,575	51,850	118,250	14,500

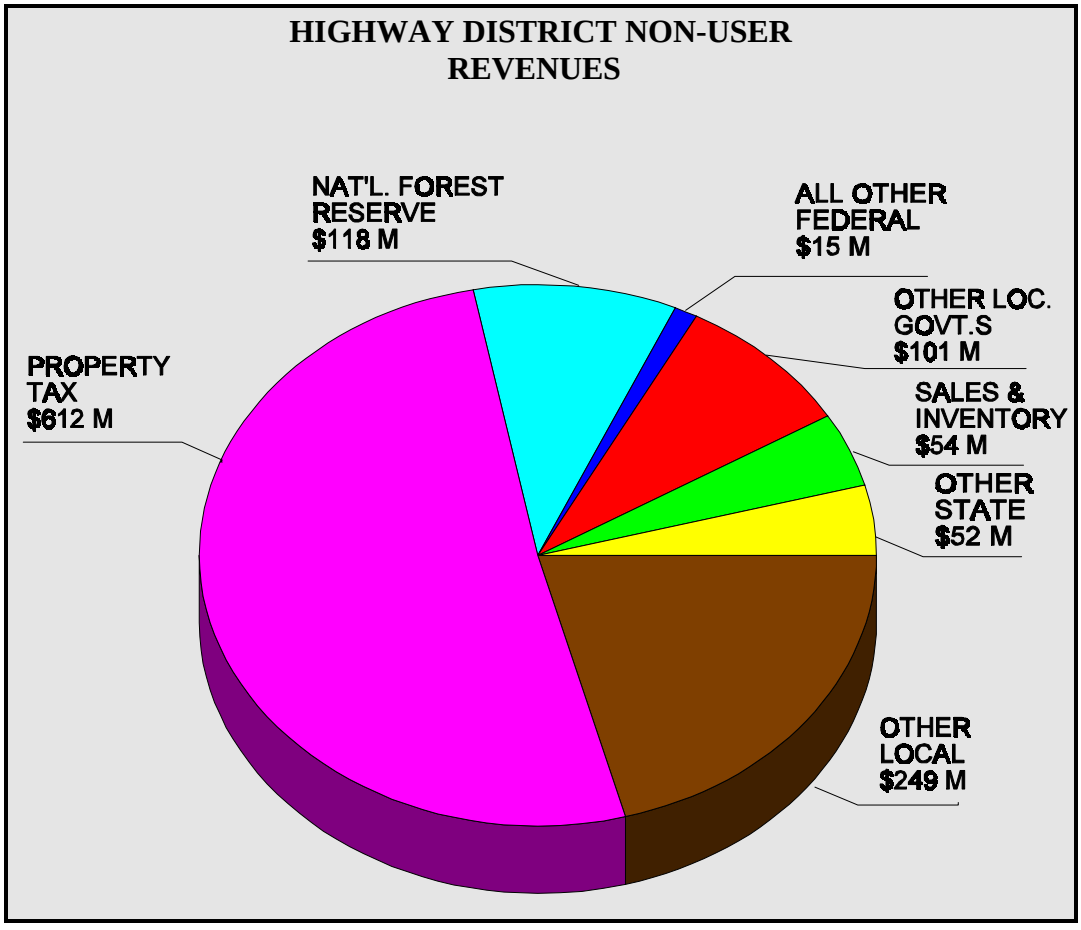


EXHIBIT 17
CITY NON-USER REVENUES
($000)

Year	Property Tax	Other Local Sources	Other Local Governments	Sales and Inventory	Other State Funds	National Forest Reserve	All Other Federal
1996-2000	32,470	31,000	11,210	3,620	16,835	-0-	1,500
2001-2005	36,970	32,125	8,960	4,070	17,960	-0-	1,500
2006-2010	41,970	33,375	6,460	4,570	19,210	-0-	1,500
2011-2015	46,970	34,625	3,960	5,070	20,460	-0-	1,500
Totals	158,380	131,125	30,590	17,330	74,465	-0-	6,000

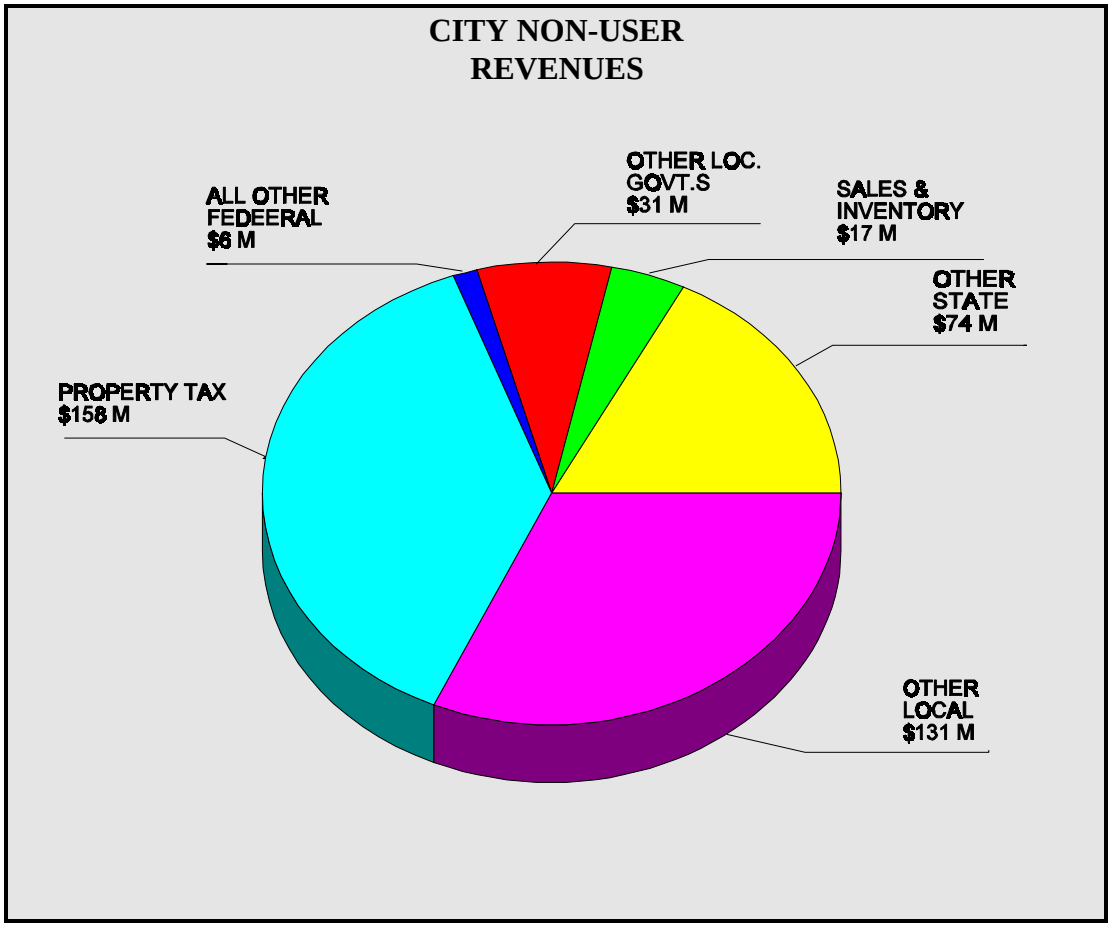


EXHIBIT 18
TOTAL NON-USER REVENUES
($000)

Year	Property Tax	Other Local Sources	Other Local Governments	Sales and Inventory	Other State Funds	National Forest Reserve	All Other Federal
1996-2000	210,070	90,000	32,140	20,320	31,935	74,940	7,150
2001-2005	231,970	90,750	34,085	21,945	35,960	92,940	7,375
2006-2010	249,970	107,625	34,085	23,570	38,460	109,670	7,625
2011-2015	263,970	126,875	35,160	25,070	42,210	126,440	7,500
Totals	955,930	415,250	135,470	90,905	148,565	403,990	29,650

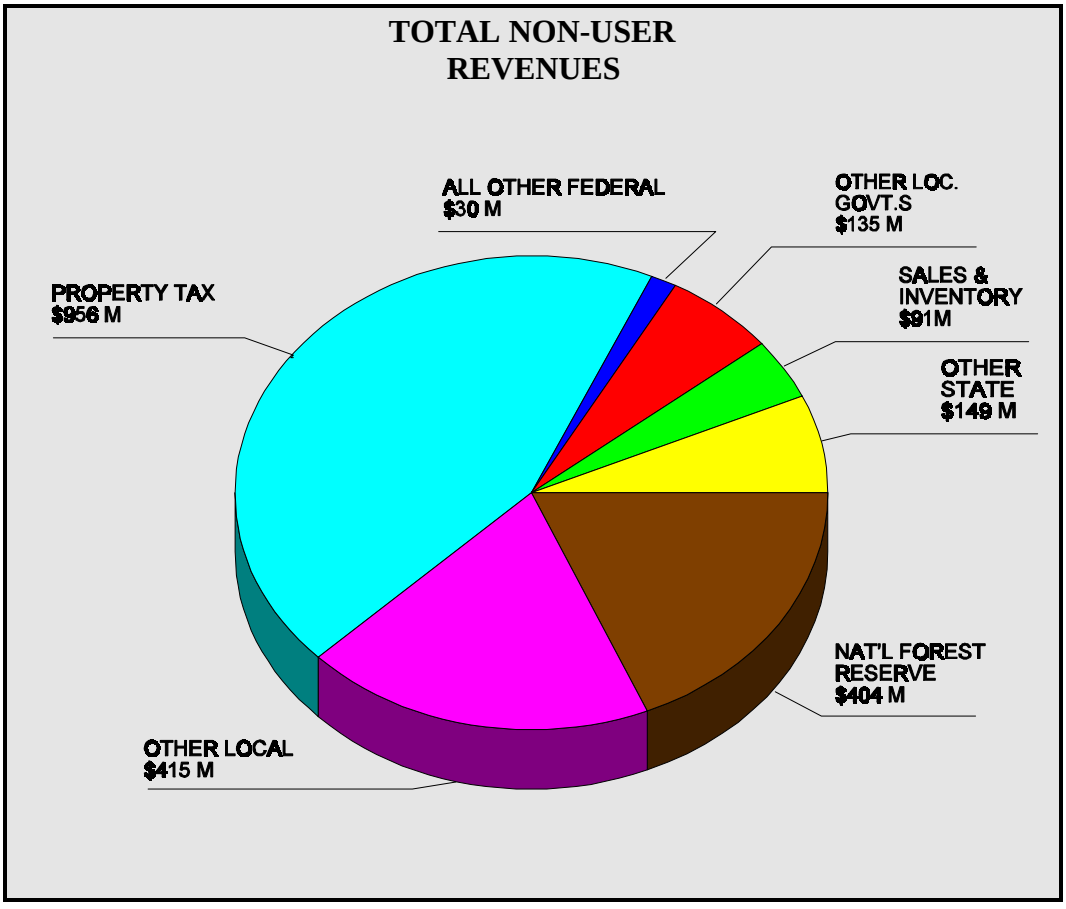


EXHIBIT 19
TOTAL HIGHWAY FUNDING BY JURISDICTION
(Non Federal-Aid)
($000)

Year	State ITD	County	Highway District	City	Total Local
1996-2000	680,150	262,061	430,426	187,615	880,102
2001-2005	743,255	292,735	473,200	201,008	996,943
2006-2010	809,645	321,240	526,683	215,388	1,063,311
2011-2015	866,433	348,698	579,778	228,483	1,156,959
Total	3,099,483	1,224,734	2,010,087	832,494	4,097,315

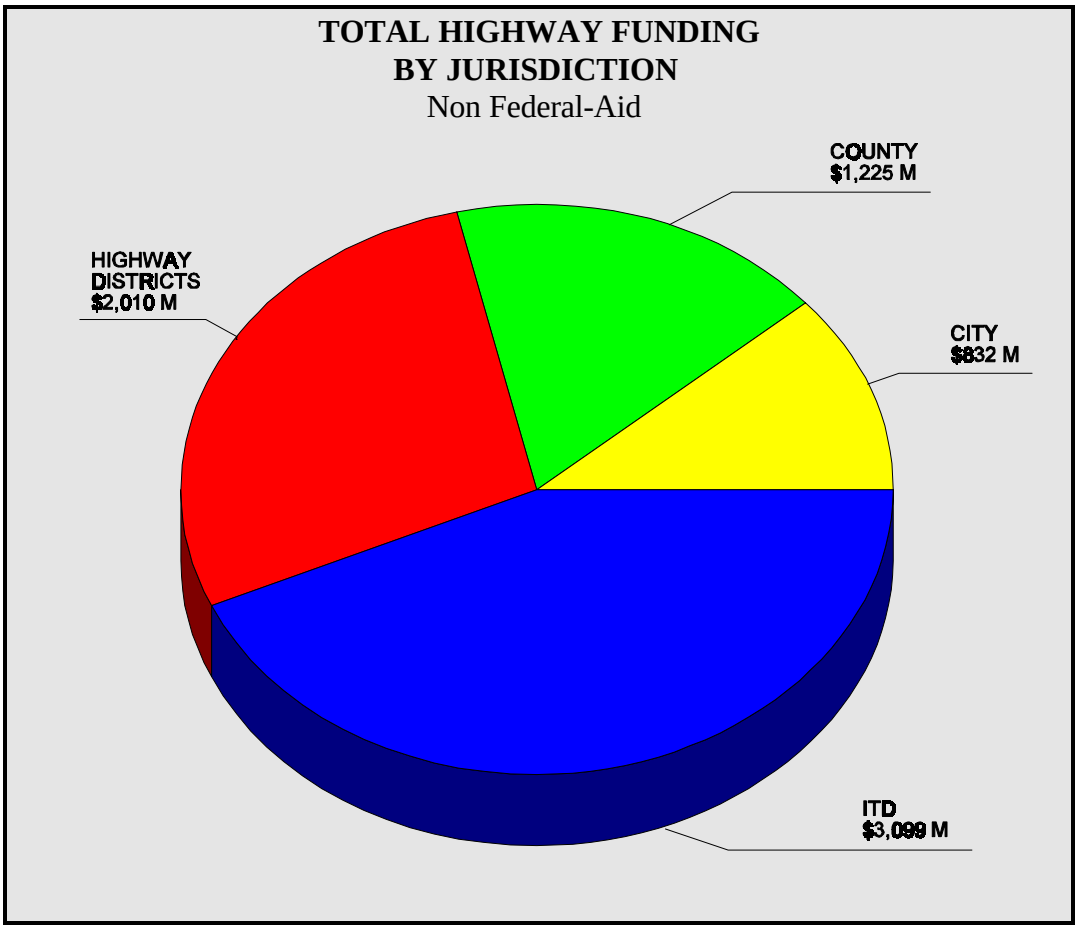


EXHIBIT 20
TOTAL LOCAL HIGHWAY FUNDING BY REGION
(Non Federal-Aid)
($000)

Year	Region 1	Region 2	Region 3	Region 4	Region 5	Region 6
1996-2000	106,404	74,281	367,267	118,462	94,171	119,430
2001-2005	123,023	81,949	420,610	132,494	103,881	134,886
2006-2010	133,658	85,916	451,588	139,613	108,777	143,760
2011-2015	147,487	92,092	490,580	150,140	117,018	157,412
Total	510,572	334,238	1,730,045	540,709	423,847	555,488

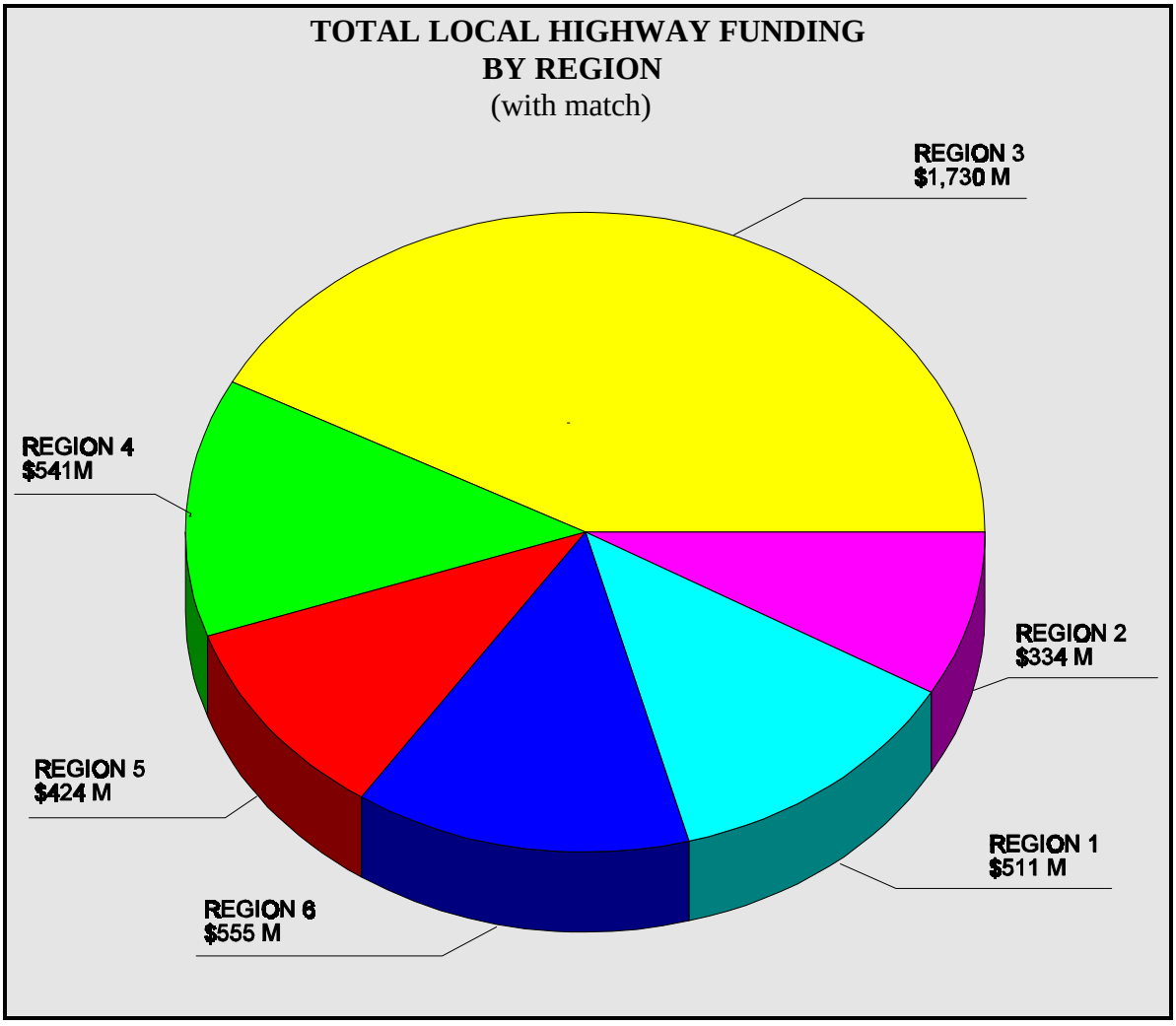


EXHIBIT 21
PUBLIC TRANSPORTATION FUNDING FROM FEDERAL TRANSIT ADMINISTRATION PLUS LOCAL MATCH
($000s)

Year	Section 8 w/Match	Section 9 w/Match	CMAQ w/Match	Section 16 w/Match	Section 18 w/Match	Sec.26(a) w/Match
1996-2000	1,061	27,542	6,226	2,259	10,597	284
2001-2005	1,300	36,241	7,500	2,924	13,960	373
2006-2010	1,708	47,511	7,500	3,839	18,367	488
2011-2015	2,240	62,240	7,500	5,043	24,043	638
Totals	6,309	173,534	28,726	14,065	66,967	1,783

Note: Projections show federal-aid funding ITD will receive from the Federal Transit Administration for transit grants, plus the recipient's and subrecipient's local match share. Matching funds are from local sources only. For more information see Federal Aid portion of this report.

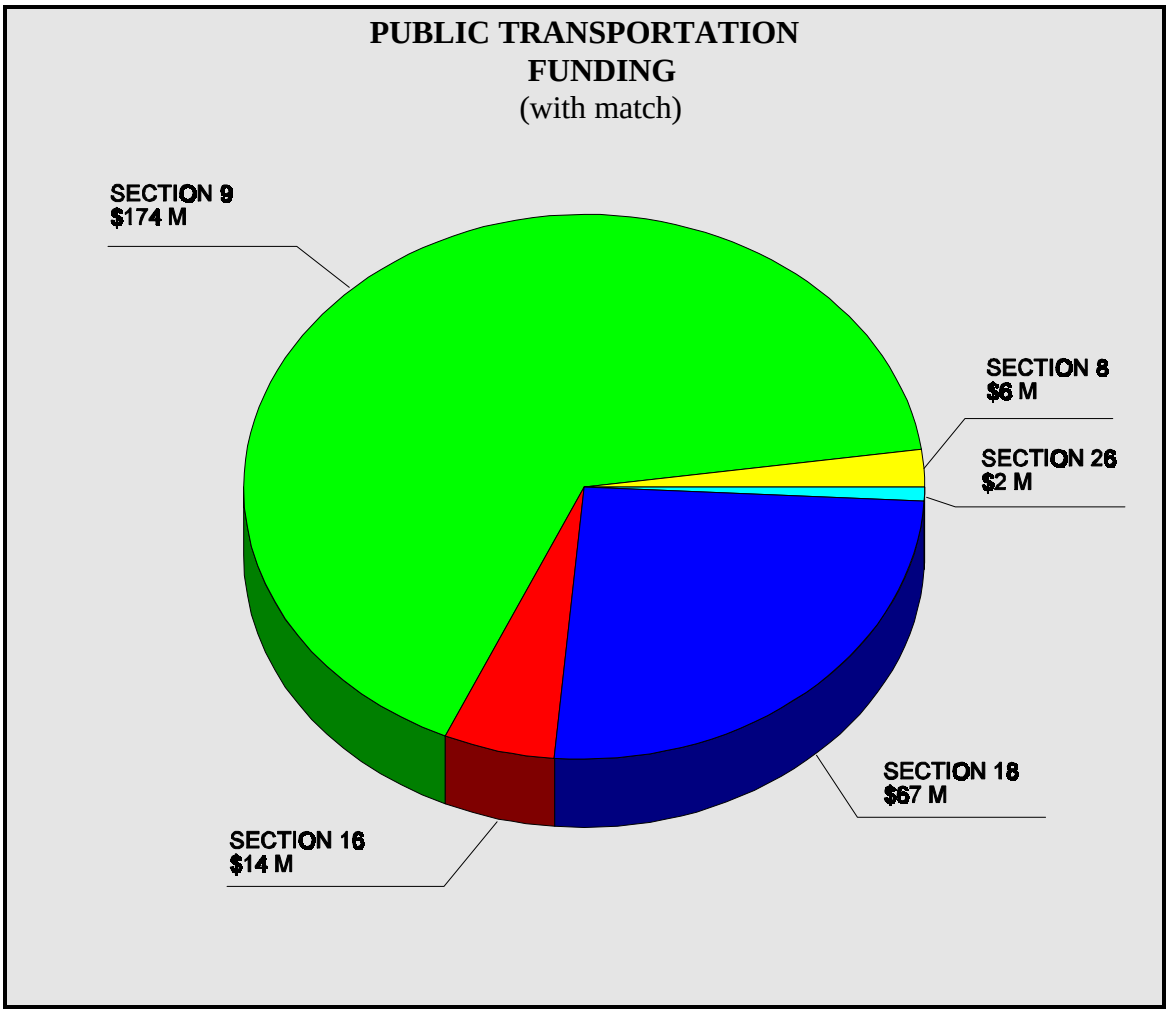


EXHIBIT 22
AIRPORT FUNDING
($000s)

Year	NPIAS	NON-NPIAS
1996-2000	50,000	1,060
2001-2005	50,000	1,060
2006-2010	50,000	1,060
2011-2015	50,000	1,060
Totals	200,028	4,240

Statewide Funding Plan

State and local highways, roads, and streets comprise the major portion of transportation in Idaho, thus representing the bulk of expenditures. Over the 20-year planning horizon, this is expected to continue. However, it is anticipated that non-highway transportation needs will require more investments and flexibility in their use as the population increases and demographics change. New sources of revenue must be sought to accommodate a multi-modal transportation system.

None of the funding projections will satisfy all the identified backlog and accruing needs over the 20-year planning horizon. This does not make the statewide funding plan inconsequential. The purpose of the statewide funding plan is to target funding on the more critical priorities by showing the current backlog of needs, accruing needs, proposed funding for each program, and the shortfall resulting from the designated use of funds. The funding plan identifies where funds will be applied to carry out the several programs. By prioritizing the programs through funding, projects are selected which contribute to the accomplishment of each program category. Since all needs cannot be met in the 20-year time-frame, it is important to continually balance preservation needs with major capital improvements. This will be accomplished through the management systems and by continuously monitoring major projects.

.

The following tables provide summaries of the needs information, identified funding source, proposed funding plan, and accruing backlog for the 20-year planning time frame based on low, medium, and high estimates of federal-aid funds. Due to the uncertainties of federal and state funding over a period of 20 years, the funding projections are ITD's best estimates. The 20-year funding plan is based on the percentage of needs for each category of work for highways multiplied by the total funding available to carry out all highway work. The total available funding for highways includes $10M annually for a state-only funded rehabilitation program, which is in addition to $11M annually from federal aid with state match. This provides $21M annually for preservation work. The estimates are preliminary only: needs and funding will be more fully developed through the management systems and decisions of the Idaho Transportation Board.

Exhibits 23, 24, and 25 show the low, medium, and high 20-year funding plan for all state-administered transportation programs. It is based on total needs, 1994 backlog needs, and accruing needs. The shortfall represents unfunded needs in the 20-year period.

EXHIBIT 23
STATE ADMINISTERED PROGRAMS
20-YEAR FUNDING PLAN
($000's)
Low Estimate

TYPE OF PROGRAM	1996-2015 TOTAL NEEDS	1996 BACKLOG NEEDS	1996-2015 ACCRUING NEEDS	20-YEAR FUNDING PLAN*	SHORTFALL
Roadway Construction					
Realign/add lanes	1,293,502	907,950	385,552	546,019	668,940
Widen/overlay	844,801	256,244	588,557	356,611	436,893
Replace/overlay	2,073,295	203,518	1,869,777	875,181	1,072,222
Total	4,211,598	1,367,712	2,843,886	**1,777,811	2,178,055
Safety Projects	N/A	N/A	N/A	15,238	N/A
Bridge Construction	275,195	120,115	155,080	107,500	167,695
Railroad Crossings	134,049	73,982	60,067	19,453	114,596
Transp. Enhancements	N/A	N/A	N/A	60,953	N/A
Congestion Mitigation & Air Quality	N/A	N/A	N/A	66,465	N/A
Highway Safety					
Section 402 (NHTSA)				16,889	
Section 402 (FHWA)				1,444	
Total	N/A	N/A	N/A	18,333	N/A
Federal Lands Highways	N/A	N/A	N/A	50,000	N/A
*** Public Transportation 49 United States Code					
Section 9	365,800	8,300	357,500	183,299	182,501
Section 16	37,259	1,239	36,020	14,860	22,399
Section 18	165,205	5,514	159,691	70,690	94,515
Section 8/26(a)	16,830	392	16,438	7,352	9,478
Total	585,094	15,445	569,649	276,201	308,893
Aviation					
NPIAS Airports	284,939	78,777	206,162	200,028	84,911
non-NPIAS Airports	41,563	10,494	31,069	4,173	37,390
Local Rail Freight Assistance Program	N/A	N/A	N/A	10,000	N/A
**** Intermodal Facilities Access Improvements	N/A	N/A	N/A	25,000	N/A

*The 20-year funding plan for highways (first row block) is based on the ratio of needs for each category of work to the total needs.
**Includes $10m annual state-only funded rehab. program with $11m federal aid w/match for a total $21m annual rehab. program.
*** Needs estimates for public transportation are preliminary until the Public Transportation Modal Plan is completed.
**** Preliminary estimates only — Needs and funding to be developed in the Intermodal Management System.

EXHIBIT 24
STATE ADMINISTERED PROGRAMS
20-YEAR FUNDING PLAN
($000's)
Medium Estimate

TYPE OF PROGRAM	1996-2015 TOTAL NEEDS	1996 BACKLOG NEEDS	1996-2015 ACCRUING NEEDS	20-YEAR FUNDING PLAN*	SHORTFALL
Roadway Construction					
Realign/add lanes	1,293,502	907,950	385,552	635,640	657,862
Widen/overlay	844,801	256,244	588,557	415,143	429,658
Replace/overlay	2,073,295	203,518	1,869,777	1,018,828	1,054,467
Total	4,211,598	1,367,712	2,843,886	**2,069,611	2,141,987
Safety Projects	N/A	N/A	N/A	16,420	N/A
Bridge Construction	275,195	120,115	155,080	127,281	147,914
Railroad Crossings	134,049	73,982	60,067	20,962	113,087
Transp. Enhancements	N/A	N/A	N/A	65,682	N/A
Congestion Mitigation & Air Quality	N/A	N/A	N/A	71,621	N/A
Highway Safety					
Section 402 (NHTSA)				17,272	
Section 402 (FHWA)				1,839	
Total	N/A	N/A	N/A	19,111	N/A
Federal Lands Highways	N/A	N/A	N/A	50,000	N/A
*** Public Transportation 49 United States Code					
Section 9	365,800	8,300	357,500	183,299	182,501
Section 16	37,259	1,239	36,020	14,860	22,399
Section 18	165,205	5,514	159,691	70,690	94,515
Section 8/26(a)	16,830	392	16,438	7,352	9,478
Total	585,094	15,445	569,649	276,201	308,893
Aviation					
NPIAS Airports	284,939	78,777	206,162	200,028	84,911
non-NPIAS Airports	41,563	10,494	31,069	4,173	37,390
Local Rail Freight Assistance Program	N/A	N/A	N/A	20,000	N/A
**** Intermodal Facilities Access Improvements	N/A	N/A	N/A	25,000	25,000

*The 20-year funding plan for highways (first row block) is based on the ratio of needs for each category of work to the total needs.
**Includes $10m annual state-only funded rehab. program with $11m federal aid w/match for a total $21m annual rehab. program.
*** Needs estimates for public transportation are preliminary until the Public Transportation Modal Plan is completed.
**** Preliminary estimates only — Needs and funding to be developed in the Intermodal Management System.

EXHIBIT 25
STATE ADMINISTERED PROGRAMS
20-YEAR FUNDING PLAN
($000's)
High Estimate

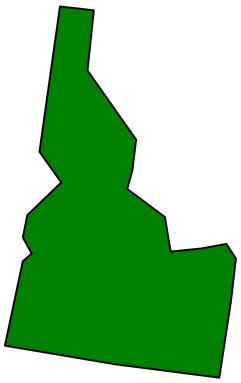
TYPE OF PROGRAM	1996-2015 TOTAL NEEDS	1996 BACKLOG NEEDS	1996-2015 ACCRUING NEEDS	20-YEAR FUNDING PLAN*	SHORTFALL
Roadway Construction					
Realign/add lanes	1,293,502	907,950	385,552	783,982	509,520
Widen/overlay	844,801	256,244	588,557	512,027	332,774
Replace/overlay	2,073,295	203,518	1,869,777	1,256,596	816,699
Total	4,211,598	1,367,712	2,843,886	**2,552,605	1,658,993
Safety Projects	N/A	N/A	N/A	19,546	N/A
Bridge Construction	275,195	120,115	155,080	151,156	124,039
Railroad Crossings	134,049	73,982	60,067	24,963	109,086
Transp. Enhancements	N/A	N/A	N/A	78,185	N/A
Congestion Mitigation & Air Quality	N/A	N/A	N/A	85,255	N/A
Highway Safety					
Section 402 (NHTSA)				17,272	
Section 402 (FHWA)				1,839	
Total	N/A	N/A	N/A	19,111	N/A
Federal Lands Highways	N/A	N/A	N/A	50,000	N/A
*** Public Transportation					
49 United States Code					
Section 9	365,800	8,300	357,500	183,299	182,501
Section 16	37,259	1,239	36,020	14,860	22,399
Section 18	165,205	5,514	159,691	70,690	94,515
Section 8/26(a)	16,830	392	16,438	7,352	9,478
Total	585,094	15,445	569,649	276,201	308,893
Aviation					
NPIAS Airports	284,939	78,777	206,162	200,028	84,911
non-NPIAS Airports	41,563	10,494	31,069	4,173	37,390
Local Rail Freight Assistance Program	N/A	N/A	N/A	20,000	N/A
**** Intermodal Facilities Access Improvements	N/A	N/A	N/A	25,000	25,000

*The 20-year funding plan for highways (first row block) is based on the ratio of needs for each category of work to the total needs.
**Includes $10m annual state-only funded rehab. program with $11m federal aid w/match for a total $21m annual rehab. program.
*** Needs estimates for public transportation are preliminary until the Public Transportation Modal Plan is completed.
**** Preliminary estimates only — Needs and funding mechanisms to be developed in the Intermodal Management System.

APPENDIX B

*

Transportation Network Information



The concept of Idaho's transportation system is based on a series of major transportation corridors that are comprised of integrated modal networks. These networks include roadways, public transportation, rail, aviation, Lewiston seaport, pipelines, bicycle facilities and communications that serve local, regional, interregional, interstate and international customers.

On a local scale the roadway network consists of streets and roads; regionally, it consists of major arterials and; nationally, it consists of interregional state highways, the National Highway System, and Interstate highways. The mass transit network is composed of bus service for local and regional travel and intercity bus for traveling between regions and states.

General aviation airports comprise the local aviation network, whereas, major airports serve regional travel and national and international airports (which provide commercial service and serve over one-million enplanements per year) and provide interregional travel. The waterway network is comprised of the Lewiston seaport. Bike and pedestrian ways are comprised of local and some regional and interregional trails. The communications network is provided by broadband fiber optics, copper wires, and radio waves. The pipeline network is comprised of pipelines of various sizes which carry various fluid products.

The networks can be described by looking at their common features, which are laid out in tables on the following pages. Common features include the type of service provided by each network, i.e., passenger or freight, the network's customers (users), current and projected usage, number of miles or facilities composing the network, its linkage with other modes of transportation, and network or facility owner and operator. Also discussed is each modal network's affect on Idaho's economy.

Conceptually, the total transportation system within Idaho should provide service as a unified system of all travel networks. The system's networks provide a variety of modes of travel that satisfy the different needs of the customer or user; therefore, the common focus for all networks is the customer.

Idaho Roadway Network

The Idaho Roadway Network consists of the State Highway System and local jurisdiction highways. The State Highway System contains rural and urban principal and minor arterials and major collectors. The local jurisdiction highways are comprised of urban collectors and minor and principal arterials, rural minor and major collectors, and urban and rural local access roads. Other highways are owned and operated by the federal government and administered under the federal lands program.

EXHIBIT 26
IDAHO ROADWAY NETWORK INFORMATION

Type	Customer	1990 Usage*	2015 Usage*	System Miles	Linkage	Owner	Operator
Statewide *Passenger*	Autos Buses	State/Local 8.6 billion	13.1 billion	4,952	Inter-regional, interstate,	State	State
State Highway System		State Only 4.7 billion	7.1 billion		regional, local,		
Local Agencies				14,107 12,719 3,492	state, rail.	Counties Hwy Dist Cities.	Counties, Hwy Dist Cities &
Freight	Trucks	State/Local 1.3 billion	2.5 billion		Rail, air, barge.	Private	Private.
		State Only 0.8 billion	1.5 billion				
Total		15.4 billion	24.2 billion	35,270			

* Annual Vehicle Miles Traveled

- Sixty and one-half percent (60.5%) of the total travel occurs on principal arterials (including interstates) and minor arterials, which together comprise only 6.36% of the public road miles.
- Of the state highways, 1,110 miles are designated "Scenic Byways."
- Sixty-two percent (62%) of the total commercial travel occurs on the State Highway System.
- Hazardous waste is carried by trucks on designated routes.
- The roadway network constitutes the primary transportation system for economic activity; however, rail and barge are very important for bulk freight and long haul and air is important for light weight fast delivery. Each of these systems is important to the overall transportation system of Idaho.

Idaho Public Transportation Network

The Idaho Public Transportation Network consists of inter-city bus and commuter and local bus, paratransit services, car and van pools, and AMTRAK service owned and operated by various entities. Below is a summary of the network's size, usage, and linkage with other modes of transportation:

EXHIBIT 27
IDAHO PUBLIC TRANSPORTATION NETWORK INFORMATION

Type	Customer	1990 Usage* (000s)	2015 Usage* (000s)	Linkage	Owner	Operator
Statewide					Private	Private
Regional & Local *Bus* *Para-transit* *Rail*	Commuters, shoppers, young, elderly, handicapped, disadvantaged	1,763	8,275	Airports, park & ride, bicycles, pedestrians, work & shop, AMTRAK	City and Private	City and Private
Total		1,763	8,275			

* The 2015 usage figures are predicated on significant increases in resources.

- There are 11 public transit operators in Idaho.
- Idaho has 56 non-profit Section 16 transit agencies that receive federal funding for the transportation of elderly and disabled persons.
- Economic Impact: The public transportation network provides thousands of Idahoans access to jobs, schools, services, and recreation. In addition, it provides transportation access to people who cannot afford or who choose to use other modes of transport. The economic advantage of public transportation is that it provides social equity for the poor, elderly, handicapped, etc. in transportation.

Idaho Rail Network

The Idaho Rail Network consists of interstate passenger and freight and regional feeder freight service owned and operated by private entities. Below is a summary of the network's size, usage, and linkage with other modes of transportation:

EXHIBIT 28
IDAHO RAIL NETWORK INFORMATION

Type	Customer	1990 Usage	2015 Usage	Passenger Stations	Linkage	Owner	Operator
Passenger *Interstate*	Long-distance travelers.	45,000 passengers	54,600 passengers	Five stations in Idaho plus Ontario and Spokane	Highway Transit Air	Amtrak	Amtrak
Freight	Rail Shippers	71 million tons	116 million tons	2025 miles	Highway Air Barge	Railroads	Private Railroads

- In Idaho there are two Amtrak routes operated by Amtrak - one in northern Idaho and one in southern Idaho.
- Two major railroads and six regional and shortline railroads operate in Idaho. The Class I railroads are the: 1) Burlington Northern Railroad and, 2) the Union Pacific Railroad. The regional and shortline carriers are: 1) Camas Prairie, 2) Montana Rail Link, 3) Palouse River Railroad, 4) Idaho Northern and Pacific, 5) Eastern Idaho Railroad, and 6) St. Maries River Railroad..
- Minerals, farm, food and kindred products, and forest and wood products are the major commodities carried by rail in Idaho.
- Economic Impact: The rail industry network is overwhelmingly privately-owned and privately maintained, stimulating state and local economic activity by providing safe, efficient, low-cost, and environmentally-friendly transportation services. Railroads provide an often irreplaceable link between producers and markets for raw, semi-processed, and finished goods of all types.

Idaho's Aviation Network

The Idaho Aviation Network consists of airports and heliports owned and operated by various entities. Below is a summary of the network's size, usage, and linkage with other modes of transportation:

EXHIBIT 29
IDAHO AVIATION NETWORK INFORMATION

Type	Customer	1990 Usage*	2015 Usage*	Airports	Linkage	Owner	Operator
Comm. *Passenger* *Freight*	Airlines Public Cargo Services	896,686 6,292	1,973,000 12,500	7 11	Highway Transit Rail	State County City Private	State County City Private
General Aviation	Public	1,102,000	1,255,000	121		Federal State County City Private	Federal State County City Private
Heliports *Passenger* *Medical* *Military*	 Emergency Military	 3506 106	 7608 230	 42 20		 Private Federal	 Private Federal
Total Passenger Total Operation Total Freight		896,686 1,105,612 6,292	1,973,000 2,368,450 12,500				
Total				201			

- ! Passengers - Enplanements / Deplanements
- ! Freight - Tons

* 99 percent of the public-use airports are publicly owned.

* Economic Impact: The aviation network provides the quickest travel mode for economic activity. High value small cargo (e.g., Federal Express, UPS), which use the aviation system extensively, is the fastest growing sector of freight activity. The economic advantage of aviation is speed.

Idaho's Seaport

Idaho's seaport, the Port of Lewiston, handles major agriculture, forest products, and commercial cargo. It is located 465 miles inland at the upper end of the Columbia-Snake River waterway system. Below is a summary of seaport usage and linkage with other modes of transportation:

EXHIBIT 30
IDAHO SEAPORT INFORMATION

Type	Customer	1994 Usage	2015 Usage	Port	Linkage	Owner	Operator
Seaport of Lewiston	Grain	807,000*	1,500,000*	Lewiston	Highway and Rail	Public	Public
Freight	Break-bulk and Forest Products	34,500*	60,000*		5		
Containers	Containers	14,436 TEU• (approx. 158,800 tons)	80,000 TEU• (approx. 880,000 tons)		Rail		
Total		1,000,300* including containers	2,440,000* including containers	Lewiston			

* Tons
** Twenty-foot Equivalent Units

Most cargo is shipped as dry bulk (e.g., grain and lumber products).
Idaho's Lewiston port is impacted both by land access and water-side access issues. Land-side access issues include the location of intermodal transfer facilities for the transfer of grain from rail and truck to barge, and the ability of trucks to move in an efficient manner to and from the port area. Waterside access issues include channel dredging. Also, the possible drawdown of the Lower Granite Reservoir as a salmon recovery measure will continue to be of concern. Considerable planning is needed if such a measure is implemented.

Idaho Pipeline Network

Idaho's Pipeline Network consists of underground oil and gas pipelines that are owned and operated by various petroleum companies. Below is a summary of the network's owners, usage, and linkage with other modes of transportation.

EXHIBIT 31
IDAHO PIPELINE NETWORK INFORMATION

Company	Product	1990 Usage	Linkage	Owner	Operator
Chevron Pipeline Co., Salt Lake City	Petroleum Products	Bbls* Bcf/day#	Salt LakeCity Burley Umatilla Spokane Pocatello	Private	Private
Chevron Pipeline Co. Northwest Division	Petroleum Products		Montana Coeur d'Alene Spokane	Private	Private
Northwest Pipeline Co.	Natural Gas		Soda Springs Pocatello Burley Boise Umatilla Spokane Coeur d' Alene	Private	Private
Holly Corp.	Petroleum, Jet fuel		Mountain Home AFB	USAF	USAF
Kinley Corp.	JP 4 Jet fuel		Gowen Field	Govt.	Govt.
Simplot	Phosphate, slurry		Coeur d'Alene - Pocatello	Private	Private

*Bbl = Barrels
** Bcf = Billion Cubic Feet

- Petroleum products pipelines carry gasoline, kerosene, liquid petroleum gas and fuel oil from refineries to bulk terminals or marketing points. Where demand is sufficient, such as jet fuel at air fields, the product pipeline goes directly to the customer.
- There are three types of natural gas pipelines: 1)Field and gathering pipelines transport natural gas from individual wells to a processing point for gas separation and treatment, 2)transmission lines transport gas from a source of supply to a distribution center, a large-volume customer, or to an interconnecting source of supply. These lines operate at substantially higher pressure than the other types, and 3)distrubution pipelines carry or control the supply of gas from a local center of distribution to the sales meter.

Idaho's Bicycle Facilities Network

Idaho currently has four types of bikeways: Class I Separated Multi-use Pathway, such as the Boise Greenbelt; Class ll - Bike Lane, a striped line on the shoulder of a road; Class lll - Shared Lane, which is similar to a bike lane but is not striped due to narrow road width; and Class IV - Shoulder Bikeway, a separate lane adjacent to a highway. Bicyclists have the same access rights to the use of public roadways as motorists; however, because of safety concerns, low availability of Classes I-III facilities, and breaks in a route, dedicated bikeways such as Class IV routes are the most heavily used. Currently, linkage of bicycles with other modes of travel is poor.

EXHIBIT 32
IDAHO BICYCLE FACILITIES NETWORK INFORMATION

District	Separated Pathway	Bicycle Lanes
District 1	26 miles	11 miles
District 2	20 miles	6 miles
District 3	35 miles	50 miles
District 4	25 miles	0
District 5	3 miles	12 miles
District 6	8 miles	6 miles
Total	117 miles	85 miles

8. Idaho's Communications Network

Communications technology has the potential to help improve the state's economy and reduce the negative impacts of motor vehicle use. Use of a communications network could help employ disabled people, many of whom are not able to travel easily, and those who prefer to have a home-based business. Idaho's communication network now consists of telephones, electronic mail, audio and videotext owned and operated by various private entities. The future of information movement relies on fiber optics technology, which allows more information to be transmitted thousands of times faster and in a more user-friendly way than the current system.

APPENDIX C

*

THE 23 FACTORS TO BE CONSIDERED IN THE PLANNING PROCESS 23 CFR Part 450.208

(a) Each state shall, at a minimum, explicitly consider, analyze as appropriate and reflect in planning process products the following factors in conducting its continuing statewide transportation planning process.	(b) The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation problems, land use, employment, economic development, environmental and housing and community development objectives, the extent overlap between factors and other circumstances statewide or in sub-areas within the state.

ISTEA PLANNING FACTORS	ITP CONFORMANCE
(1) Consider the transportation needs (strategies and other results) identified through the management systems required by U.S.C. 303. Work plans were completed on October 1, 1994 and the systems will be fully operational by October 1, 1996.	The six management systems are discussed in the Decision Process. These systems will be used to establish baseline conditions and provide target values for conditions and performance to meet the stated objectives and strategies. They will supply information which will be used to help identify projects for inclusion in the STIP and determine and monitor progress towards achieving broad program goals. Work plans have been prepared for each management system. Implementation will range from January 1, 1995 to January 1, 1998.
(2) Consider any Federal, State, or local energy use goals, objectives, programs, or requirements.	Goal 3 of the ITP is directed towards decisions that will protect the environment and promote energy efficiency while improving mobility. There are five objectives and 22 strategies designed to meet this goal including TDM and TSM actions, coordination of land use and transportation plans, protection of the environment, compliance with air quality requirements, and optimization of energy resources in transportation.

ISTEA PLANNING FACTORS	ITP CONFORMANCE
(3) Consider strategies for incorporating bicycle transportation facilities and pedestrian walkways in appropriate projects throughout the State.	Goal 2 identifies bicycles and pedestrians as essential components of the transportation system and support facilities. The objectives and strategies include provisions for planning, developing, constructing and maintaining bikeways. The Idaho Bicycle and Pedestrian Transportation Plan provides guidelines to be used by MPO's, communities, and counties as they plan and develop bicycle and pedestrian facilities. The guidelines include identification of bicycle travel corridors and standards for streets where bicycles are permitted. The guidelines include goal setting, data collection, facility planning, education, enforcement, land use, site design, and implementation.
(4) Consider international border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation and scenic areas, monuments and historic sites, and military installations.	Goal 1 includes objectives and strategies for addressing passenger and freight intermodal issues for inter/intrastate travel. An Intermodal Management System Work Plan includes developing system level performance measures and identifying deficiencies in intermodal linkage. An inventory of intermodal facilities will be developed for use on a personal computer (PC). The three urbanized areas (MPOs) are developing public transit and goods movement strategies in urbanized areas. Idaho's proposed National Highway System and other major corridors link together the various sectors of the state's economy as components of the state's intermodal transportation system. ITD will coordinate with the Fish and Game Department on Sportsman Access and the Department of Parks and Recreation for recreational facilities.
(5) Consider the transportation needs of non-metropolitan areas through a process that includes consultation with local elected officials with jurisdiction over transportation.	Goal 5 addresses interagency cooperation, coordination, and public involvement. The objectives and strategies provide for open forum meetings around the state and planned annual meetings with local officials. Indian tribal governments are included in the process. Advisory agencies have been identified as participants in the process.

ISTEA PLANNING FACTORS	ITP CONFORMANCE
(6) Consider any metropolitan area plan developed pursuant to 23 U.S.C. 134 and section 8 of the Federal Transit Act, 49 U.S.C. app.1607.	Goal 5 provides for coordination between ITD and MPOs. Development of the statewide ITP and the annual STIP is closely coordinated with the three MPOs and their respective long-range plans and annual TIPs to ensure consistent, financially constrained plans, programs, and projects which meet common goals and objectives amongst the various agencies and the citizens of Idaho. MPO plans and programs are available through their respective offices.
(7) Consider linkage between metropolitan planning areas within the State and with metropolitan planning areas in other states.	The Interstate Highway System links MPOs in the state with MPOs from other states. The aviation system links these same MPOs in an aviation network. SH-55 and US-95 will be improved for good linkage to north Idaho.
(8) Consider recreational travel and tourism.	Goal 1 provides objectives and strategies to address the needs of tourism. ITD has improved rest areas and provided RV dumps for motorists during the past several years. This is a continuing program between ITD and the Department of Parks and Recreation. Also, Scenic Byways have been designated and scenic route signs have been installed. ITD will coordinate with the Fish and Game Department on Sportsman Access.
(9) Consider any State plan developed pursuant to the Federal Water Pollution Control Act, 33 U.S.C. 1251 et seq.	Goal 3 provides for early resolution of environmental issues, including water quality. Local agencies, MPOs, the private sector, and the state will conduct "tiered" environmental studies as part of their long-range plans and corridor/multi modal alternatives studies. This early assessment by all affected parties will lead to early resolution of environmental issues which might cause delays.
(10) Consider transportation system management and investment strategies designed to make the most efficient use of existing transportation facilities (including consideration of all transportation modes).	The ITP is "performance-based," i.e., systems performance measures are established and progress is measured towards achieving the ITP's goals and objectives. The purpose of the ITP is to guide the planning process and give direction for investing in the transportation system to work towards a desired future. TSMs are part of the process.

ISTEA PLANNING FACTORS	ITP CONFORMANCE
(11) Consider the overall social, economic, energy, and environmental effects of transportation decisions (including housing and community development effects and effects on the human, natural and manmade environments).	Goal 1 provides for the stimulation of economic growth and job creation through transportation investments, supporting the economy by aiding efficient goods movement, and developing and improving access to the transit system. Goal 3 provides for making transportation decisions that will protect the environment and promote energy efficiency while improving mobility. This will be done by managing traffic demand where necessary, coordinating land use and transportation decisions, protecting and enhancing the environment, integrating air quality and transportation decisions, promoting telecommunications, and optimizing the use of energy resources in transportation.
(12) Consider methods to reduce traffic congestion and to prevent traffic congestion from developing in areas where it does not yet occur, including methods which reduce motor vehicle travel, particularly single-occupant motor vehicle travel.	Goal 1 provides for developing and improving access to the transit system. Goal 2 provides for managing access points to the roadway to maintain traffic flow, applying new technology to improve rural transportation, providing seamless intermodal transfers, preserving and improving the system, implementing management systems, and expanding system capacity.
(13) Consider methods to expand and enhance appropriate transit services and to increase the use of such services (including commuter rail).	Goal 2 provides for improving the service efficiency and safety of transit providers, improving coordination of transit services with schools, expanding transit program marketing, facilitating transfers between modes, and providing for the needs of the handicapped. In addition, a transit modal plan is being developed together with a public transportation management system.

ISTEA PLANNING FACTORS	ITP CONFORMANCE
(14) Consider the effect of transportation decisions on land use and land development, including the need for consistency between transportation decision making and the provisions of all applicable short-range and long-range land use and development plans (analyses should include projections of economic, demographic, environmental protection, growth management and land use activities consistent with development goals and transportation demand projections).	Goal 3 provides for the coordination of land use with transportation decisions. Local authorities are encouraged to update their comprehensive plans to include more transportation elements and identify and preserve transportation corridors. Functional classification is an important part of the process. Environmental issues will be addressed early on in the process and sensitive habitats will be protected. Transportation agencies will coordinate with the Idaho Fish and Game Department on environmental protection..
(15) Consider strategies for identifying and implementing transportation enhancements where appropriate throughout the State.	Goal 1 provides for transportation enhancements that improve roadside facilities and markers.
(16) Consider the use of innovative mechanisms for financing projects, including value capture pricing, tolls, and congestion pricing.	Goal 4 provides for initiatives that will identify funding sources and mechanisms to support an intermodal transportation system.
(17) Consider preservation of right-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors, identification of those corridors for which action is most needed to prevent destruction or loss (including strategies for preventing loss of rights-of-way).	Goal 3 provides for identifying and preserving transportation corridors. ITD, in consultation with MPOs, transportation planning agencies, and local land use authorities, has conducted an early identification of transportation corridors. In partnership with other agencies, the state will continue to compile a statewide listing of corridors where preservation is needed.
(18) Consider long-range needs of the State transportation system for movement of persons and goods.	Goal 1 provides for the development of a statewide goods movement strategy. Goal 2 provides for completing system improvements. Goal 4 provides for preserving and improving rail and aviation facilities for passenger and freight.

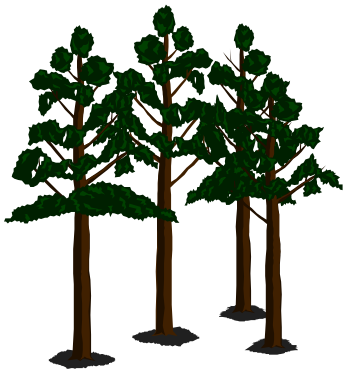
ISTEA PLANNING FACTORS	ITP CONFORMANCE
(19) Consider methods to enhance the efficient movement of commercial motor vehicles.	Goal 1 provides for developing a statewide goods movement strategy that includes automating ports-of-entry to move trucks efficiently and implementing an Intermodal Management System.
(20) Consider the use of life-cycle costs in the design and engineering of bridges, tunnels, or pavements.	Life-cycle costing will be included in the Pavement and Bridge Management Systems work plans.
(21) Consider the coordination of transportation plans and programs developed for metropolitan planning areas of the State under 23 U.S.C. 134 and section 8 of the Federal Transit Act with the statewide transportation plans and programs developed under this subpart, and the reconciliation of such plans and programs as necessary to ensure linkage within transportation systems.	The three MPO's in Idaho were represented at the public involvement meetings held during 1993 and 1994. They have also been actively involved in developing their long-range plans and providing input to the ITP. These plans will be closely coordinated in the future.
(22) Consider investment strategies to improve adjoining State and local roads that support rural economic growth and tourism development, federal agency renewable resources management, and multipurpose land management practices, including recreation development.	See (5) and (8).
(23) Consider the concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State.	Meetings were held in Twin Falls and Pocatello with representatives of Indian Tribes regarding reservation roads problems. Additional meetings will be held with Indian Tribal Governments in the future to coordinate transportation matters.

APPENDIX D

*

Environmental Implications

Several urban and rural areas have air pollution problems. Part of this pollution can be attributed to transportation. In 1990, Congress amended the Federal Clean Air Act (CAA). Under the amended law, MPOs responsible for regional transportation planning, and air quality districts in non-attainment areas, must jointly submit State Implementation Plans (SlPs) that show how they intend to achieve the federal air quality standards. Under the CAA, MPOs must demonstrate that their long-range transportation plans and programs conform to the SlPs and ultimately the CAA. Increased use of transit, increasing the average number of occupants per vehicle, use of cleaner fuels, and the use of emissions inspections may all be needed to improve the state's air quality. With the high growth in Ada and Canyon counties, additional control measures and strategies may be needed.



Demand for water and developable land will increase as the population grows. Because a large proportion of growth will occur in southern Idaho, demand for water will increase significantly despite aggressive water conservation programs. The increase in water demand will intensify competition between the urban sector, agriculture, hydro-electric power, and environmental needs. The results of this competition will influence where development occurs and where new transportation services and facilities are required. The current, or planned, availability of transportation facilities can, in turn, influence the timing and locations of new residential, commercial, and industrial development.

As growth pressures increase, the development of waste disposal sites will become a significant issue. These landfills hold non-hazardous municipal, industrial, and commercial non-liquid waste. As these landfills reach capacity, counties will need to transport their waste to other, more distant sites. This waste transport will contribute to traffic congestion, air quality problems, and degradation of roadways unless responded to as part of an overall transportation system improvement program.

Transporting hazardous materials poses a risk to the state's population, natural environment, and infrastructure. Over the years, Idaho has experienced spills of toxins during their transport by rail, pipeline, and truck. When incidents do occur, environmental damage, congestion, and delays result.

The ISTEA requires the consideration of environmental implications of implementing the goals, objectives, and strategies contained in the ITP. Since it is a policy plan, an environmental impact report is not required pursuant to state and federal environmental laws. Regional transportation plans, local general plans, land use plans and decisions, and specific transportation project or service actions are subject to the full requirements of NEPA and the full range of related environmental protection,

regulation and permit laws, regulations, policies and requirements.

Demand for mobility will continue to grow as Idaho's population increases. In particular, high growth rates are expected in southwest Idaho and in northern Idaho; consequently, social, commercial, and recreational needs will also grow. Failure to provide adequate mobility will have adverse impacts on Idaho's social structure. The manner in which mobility needs are met can have adverse or positive effects on Idaho's diverse natural environment. The following examines some of the implications of implementing the goals, objectives, and strategies contained in the ITP.

The ITP proposes that mobility demands be addressed by a series of actions. Demand reduction strategies should be considered first to reduce congestion on the existing transportation infrastructure and need for new facilities. Improvements of the existing transportation system will be made to increase its ability to better serve existing and new demands. Modal alternatives for personal and commercial mobility will be provided. Finally, only those new facilities which are truly needed will be constructed. Corridor preservation policies and actions will be initiated where future high density corridors are planned. This approach reduces the magnitude of physical disturbance to the natural environment caused by new transportation facilities from that which might otherwise occur absent these policies and strategies. More efficient operation of the existing system can reduce congestion, or at least the rate of growth of congestion, and in turn help alleviate adverse affects of air pollution, safety and lost-time personal stress.

The ITP proposes coordination of local and regional transportation and land use planning. Driven by a good economy and high population growth, the state's transportation system is shaped by suburban growth and the emergence of "edge" cities. The ITP proposes consideration of transportation early in the land use planning process to promote development patterns which minimize the need for unnecessary vehicular travel and lend support to transit usage. If the land use policies and strategies in the ITP are implemented at the local level and integrated with regional growth management and transportation plans, the impacts on the natural environment from land development and the transportation system will be less than would otherwise occur.

The ITP calls for careful attention to environmental concerns and constraints and public input in the regional transportation planning process. The development of the ITP requires active participation of state and local transportation providers, the public, environmental interest groups, and state and federal regulatory agencies. A Memorandum of understanding has been signed by ITD, the Department of Fish and Game, and other state and federal agencies relative to the NEPA and Clean Water Act Section 404 permitting process that identifies agency roles in the selection and approval of transportation corridors. The ITP calls for some new transportation facilities to be considered. The environmental issues and trade-offs will be addressed in feasibility and project analysis reports.

APPENDIX E

*

Federal and State Legal Mandates

The principal Idaho Code mandates for the ITD are contained in Title 40. Other Idaho Laws relevant to those governmental jurisdictions with road responsibility are referenced in the Local Road Jurisdiction Manual, which is available through the Idaho Technology Transfer Center, ITD. These laws include responsibilities assigned to ITD for aeronautics, public transportation, rail, and water ports.

ITD was established under Section 40-501, Idaho Code, in 1974 for the purposes of carrying out Section 20, Article IV of the Constitution of the State of Idaho. It is an executive department of state government.

The department has as its head the Idaho Transportation Board, established by Chapter 3, Title 40, Idaho Code. The powers and duties of the Board are defined in Sections 40-309, 40-310, 40-311, 40-312, 40-313, 40-314, 40-316, and 40-317.

The principal Idaho Code mandates for local governments having highway responsibilities are contained in Title 40, Chapter 5, Idaho Code. Other Idaho Laws relevant to these governmental bodies are included in the Local Road Jurisdiction Manual.

The duties and powers of county commissioners regarding highways or public rights of way are defined in Chapter 6, Title 40, Idaho Code. The counties have responsibility for those highways or public rights-of-way which are not designated as part of the State Highway System, excepting as delegated to highway districts and cities. Under Section 40-601, Idaho Code, the County Commissioners are charged with the responsibility to issue an order and enter it into the records for "...any defined portion of contiguous territory, located wholly within the county, for the construction, improvement or repair of highways pursuant to the provisions of law, each defined portion of contiguous territory is recognized as a legal taxing district and body politic of this state and as a highway district for highway purposes." Under Section 40-603, Idaho Code, the commissioners of each county shall recommend highways for the county highway system to the Idaho Transportation Board each year for approval.

Chapter 13, Idaho Code, defines the organization, powers and duties, liabilities and judgments, and funding of Highway Districts. Under Section 40-1334, every city is designated a Highway District, unless it is included within the boundaries of a designated Highway District. In the latter case, the provisions of Section 40-1334, Idaho Code, are not applicable, but the city is "...constituted a separate division of the district" and the city council has "...powers and duties as provided by this

chapter upon the commissioners of a highway district."

Chapter 14, Idaho Code, defines the organization, powers and duties, liabilities and judgments, and funding of Single County-Wide Highway Districts. Section 40-1406, Idaho Code, abolishes the powers of cities in the county in order to carry out the single county-wide jurisdictional requirements of the statute.

As noted above, the Idaho statutes clearly define the duties and powers, boundaries, taxing authority and other governmental responsibilities of state and local jurisdictions having transportation authority. By these statutes, each governmental unit operates independently of the other, but cooperates as necessary to carry out their responsibilities under state and federal laws.

In addition to state laws, the state and local governments are required to comply with federal laws and regulations for those programs that utilize federal funds. These programs are primarily federal programs carried out under Title 23 and 49, US Code of Federal Regulations. Other applicable statutes, executive orders and regulations are contained in the following:

1. National Environmental Policy Act (1969) - 42 USC § 4321 *et seq.*; 40 CFR § 1500 *et seq.* (CEQ); DOT Order 5610.1C;
2. § 4(f) (1966) - 49 USC § 303; 23 US 138; 23 CFR § 771.135;
3. National Historic Preservation Act (NHPC) - 16 USC § 470; 36 CFR § 800 *et seq.* (NHPC);
4. Archaelogical and Historic Preservation Act - 16 USC § 469 *et seq.*; 36 CFR § 66;
5. Clean Air Act - 42 USC § 7506(c), § 7511a; EPA/DOT Conformity Guidance 6/7/91; Proposed Conformity Reg., 58 Fed. Reg. 3768 (1/11/93);
6. Clean Water Act (1972, 1977, 1987) - 33 USC § 1251 *et seq.*; 33 USC § 1342 (402 Permit); 33 USC § 1344 (404 Permit); 33 CFR § 230 *et seq.* (Corps); 40 CFR § 131 (EPA);
7. Wetlands Executive Order # 11990 (1977) - DOT Order 5660.1A; 23 CFR § 777;
8. Noise Standards - 23 USC § 109(I); 23 CFR § 772;
9. Endangered Species Act (1973) - 16 USC § 1531 *et seq.*; 50 CFR § 402;
10. Wild and Scenic Rivers Act - 16 USC § 1271 *et seq.*; 36 CFR § 297 (Forest Service);
11. Federal Transit Act (1992) (49 U.S.C. app.§ 1601 et seq.).

APPENDIX F

*

Glossary of Acronyms

AASHTO	=	American Association of State Highway and Transportation Officials
AMTRAK	=	National Rail Passenger Service
CAA	=	Civil Aeronautics Administration
1990 CAAA	=	Federal Clean Air Act Amendments of 1990
CFR	=	Code of Federal Regulations
CMAQ	=	Congestion Mitigation & Air Quality
CO	=	Carbon Monoxide
DEQ	=	State Department of Environmental Quality
EPA	=	Environmental Protection Agency
FAA	=	Federal Aviation Administration
FHWA	=	Federal Highway Administration
FRA	=	Federal Railroad Administration
FTA	=	Federal Transit Administration
HPMS-AP	=	Highway Performance Monitoring System-Analytical Process
SPAR	=	Spot Accident Ranking
HES	=	Hazard Elimination System
HDA	=	Highway Distribution Account (State)
ITD	=	Idaho Transportation Department
ITP	=	Idaho Transportation Plan
1991 ISTEA	=	Intermodal Surface Transportation Efficiency Act of 1991
LRFA	=	Local Rail Freight Assistance
MPO	=	Metropolitan Planning Organization
NHTSA	=	National Highway Traffic Safety Administration
NEPA	=	National Environmental Protection Act
NHS	=	National Highway System
NOx	=	Nitrogen Oxides
NPIAS	=	National Plan of Integrated Airport Systems
PM^{10}	=	Particulate Matter less than 10 microns in size
PT	=	Division of Public Transportation
RTAP	=	Rural Transportation Assistance Program
SIP	=	State Implementation Plan
STIP	=	State Transportation Improvement Program (State)
STP	=	Surface Transportation Program
TCM	=	Transportation Control Measures
TDM	=	Transportation Demand Management
TMS	=	Traffic Monitoring System

TIP	=	Transportation Improvement Program (MPO's)
TSM	=	Transportation System Management
VOC	=	Volatile Organic Compounds
VMT	=	Vehicle Miles of Travel

Terms

- **Bridge Management System (BMS):**

  The Bridge Management System (BMS) is a decision support tool that supplies analyses and summaries of data, uses mathematical models to make predictions and recommendations, and provides the means by which alternative policies and programs may be efficiently considered. The BMS includes formal procedures for collecting, processing, and updating data, predicting deterioration, identifying alternative actions, predicting costs, determining optimal policies, performing short and long term budget forecasting, and recommending programs and schedules for implementation within policy and budget constraints.

- **Comprehensive plans:**

  The comprehensive plan is an official document of local governments that is required under the Local Planning Act of 1975, I.C., Secs. 67-6508, 67-6509, and 67-6510. The plan includes existing conditions, trends, goals and objectives, or desirable future situations for each planning component: population, economic development, land use, natural resource, hazardous areas, public services and facilities and utilities, transportation, recreation, special areas or sites, housing, community design, and implementation.

- **Corridor/multi modal alternatives study:**

  A corridor/multi modal alternatives study is defined as the systematic process of determining the multi modal transportation needs of a specific transportation corridor.

- **Department of Environmental Quality (DEQ):**

  The Idaho Department of Environmental Quality is the state agency that is charged with preparing the State Implementation Plan and carrying out environmental assessments and policies.

- **Economic competitiveness:**

  Economic competitiveness refers to the competition between producers to market their products world-wide.

- **Feeder lines:**

  Feeder lines means those secondary rail lines in the state that move products and goods to the major railroad lines, which are the Burlington Northern and Union Pacific railroads.

- **Flexible Funding:**

  Flexible funding refers to the authority given to the recipients of federal funds to carry out transportation projects and provide transportation services with minimal governmental restrictions. This can also be applied to state and local funds.

- **Functional Classification:**
  Functional classification defines the type of service provided by various highways in the highway network. The rural classifications are: Rural Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. The urban classifications are: Urban Interstate, Principal Arterial, Minor Arterial, Collector, and Local.
- **General Agreement on Tariffs and Trade (GATT):**
  The General Agreement on Tariffs and Trade is an international agreement that provides for and controls world trade amongst the participating nations.
- **High density corridors:**
  High density corridors means those transportation corridors in the state that carry traffic volumes in excess of 50,000 per day.
- **Highway Performance Monitoring System (HPMS):**
  Highway Performance Monitoring System means the state/federal analysis system used by the FHWA to provide information on the extent and physical condition of the nation's highway system, its use, performance, and needs. The system includes an inventory of the nation's highways including traffic volumes. The Idaho Transportation Department uses the HPMS for evaluating the State Highway System on an annual basis. The models are also used for the evaluation of needs on all highways, roads and streets in the state when appropriate.
- **Highway User Revenues:**
  Highway user revenues include all those revenues which are derived from the vehicular use of highways and facilities.
- **Idaho Aviation Network:**
  The aviation network consists of airports and heliports owned and operated by various entities throughout the State of Idaho.
- **Idaho Communications Network:**
  Idaho's communication network consists of telephones, electronic mail, audio and videotext owned and operated by various state and private entities.
- **Idaho Pipeline Network:**
  Idaho's Pipeline Network consists of underground oil and gas pipelines that are owned and operated by various petroleum companies.
- **Idaho Public Transportation Network:**
  The Idaho Public Transportation Network consists of inter-city bus and commuter and local bus, paratransit services, car and van pools, and AMTRAK service owned and operated by various entities.
- **Idaho Rail Network:**
  The Idaho Rail Network consists of interstate passenger and freight and regional feeder freight service owned and operated by private entities.
- **Idaho Roadway Network:**
  The Idaho Roadway Network consists of the State Highway System and local jurisdiction highways. The State Highway System contains rural and urban principal and minor arterials and major collectors. The local jurisdiction highways are comprised of urban collectors and minor and principal arterials, rural minor and major collectors, and urban and rural local access roads. Other highways are owned and operated by the federal government and

administered under the federal lands program.

- **Idaho Seaport:**
  Idaho's only seaport, the Port of Lewiston, is located 465 miles inland at the upper end of the Columbia-Snake River waterway system. It handles barge and intermodal connections.
- **Idaho Transportation Consortium:**
  The Idaho Transportation Consortium is comprised of the University of Idaho, Idaho National Engineering Laboratory, Idaho Transportation Department, and the Federal Highway Administration, for the purpose of coordinating transportation technology research and defense conversion initiatives.
- **Intermodal access:**
  Intermodal access refers to the interchange between different modes of travel. It ordinarily means the accessibility provided to the transportation user to change modes.
- **Intermodal connections:**
  Intermodal connections refers to those locations and facilities where transfers can be made between different modes of travel, such as: bus terminals, airports, railroad stations, freight terminals, seaports, large grain elevators, etc.
- **Intermodal Management System (IMS):**
  Intermodal management system means a systematic process of identifying key linkages between one or more modes of transportation, where the performance or use of one mode will affect another, defining strategies for improving the effectiveness of these modal interactions, and evaluation and implementation of these strategies to enhance the overall performance of the transportation system.
- **Investment/performance process:**
  The investment/performance process predicts and monitors performance of the transportation system based on proposed and actual investments in various categories of work.
- **Local Rail Freight Assistance program (LRFA):**
  The Local Rail Freight Assistance program is a federal program carried out by the Federal Railroad Administration to fund rail projects that facilitate the movement of freight.
- **Management systems:**
  Management system means a systematic process, designed to assist decision makers in selecting cost effective strategies/actions to improve the efficiency and safety of, and protect the investment in the transportation infrastructure. A management system includes: identification of performance measures; data collection and analysis; determination of needs; evaluation, and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions.
- **Modal alternatives:**
  Modal alternatives are those transportation choices provided to the transportation user for travel between various destinations.
- **Multi-modal transportation system:**
  A multi-modal transportation system provides alternative modal travel choices to users in a given corridor or network.

- **National Highway System (NHS):**
  The National Highway System means the system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b). It includes the Interstate System and Principal Arterials until Congress approves the official system.
- **Non-user Revenues:**
  Non-user revenues include all other non-highway use sources of revenues that are used for highway purposes.
- **North American Free Trade Agreement (NAFTA):**
  The North American Free Trade Agreement is an agreement between the United States, Canada, and Mexico to reduce/remove tariff restrictions between the three countries to facilitate North American Trade.
- **Pavement Management System (PMS):**
  Pavement management system means a systematic process that provides, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs.
- **Performance standards or measures:**
  Performance measures are defined as operational characteristics, physical condition, or other appropriate parameters that are used as benchmarks to evaluate the adequacy of transportation facilities and estimate needed improvements.
- **Ports-of-Entry facilities (P.O.E):**
  Ports-of-Entry facilities are official State-operated vehicle inspection stations that weigh and inspect trucks and other specified vehicles for the purpose of collecting user taxes and conducting safety inspections.
- **Privatization:**
  Privatization is the term used when a governmental agency contracts with private businesses to perform certain governmental services. It includes planning and constructing projects, maintaining transportation facilities, providing transportation services, and operating public transportation companies.
- **Public transportation:**
  Public transportation means the conveyance of persons by public/private owned transportation agencies or interests, including bus, rail, air, and special service providers.
- **Public Transportation Management System (PTMS):**
  Public transportation facilities and equipment means a systematic process that collects and analyzes information on the condition and cost of transit assets on a continual basis. It identifies needs as inputs to the metropolitan and statewide planning processes enabling decision makers to select cost-effective strategies for providing and maintaining assets in a serviceable condition.
- **Regional Councils of Government (COG):**
  The Regional Councils of Government are councils of elected public officials representing each of the six planning regions of the State as established by Governor's Executive Orders.
- **Recommended Roadway Widths Map:**
  The recommended roadway widths map is a publication of the IITD that shows the recommended future widths of the State Highway System based uponestimates of future

traffic growth. The map is updated annually and reviewed and approved by the Idaho Transportation Board.

- **Safety Management System (SMS):**
  Highway Safety management system means a systematic process for reducing the number and severity of traffic crashes by ensuring that all opportunities to improve highway safety are identified, considered, implemented as appropriate, and evaluated in all phases of highway planning, design, construction, maintenance, and operation and by providing information for selecting and implementing effective highway safety strategies and projects.
- **Shortline railroads:**
  Shortline railroads are those railroad companies that operate a system of feeder lines.
- **State Implementation Plan (SIP):**
  State Implementation Plan means the portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under sections 110, 301(d) and 175A of the Clean Air Act (42 U.S.C. 7409, 7601, and 7505a).
- **Statewide Funding Plan:**
  The purpose of the statewide funding plan is to show the current backlog of needs, accruing needs, and proposed funding for each program, including the shortfall resulting from the designated use of funds. The funding plan identifies where funds will be applied to carry out the several programs. By prioritizing the programs through funding, projects are selected which contribute to the accomplishment of each program category.
- **Statewide intermodal transportation plan:**
  The statewide intermodal transportation plan means the official statewide, intermodal transportation plan that is developed through the statewide transportation planning process. Intermodal transportation planning is a comprehensive, iterative, interactive, and continuing process of defining goals, identifying problems, establishing evaluation criteria, performing analyses, and establishing priorities.
- **Statewide transportation improvement program (STIP):**
  Statewide transportation improvement program means the official staged, multi year, statewide, intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs and processes.
- **System Performance Evaluation:**
  System performance evaluation measures the progress of investment decisions on the performance and condition of the transportation system over time. It is performed through the management systems, HPMS-AP, and statewide highway needs studies.
- **Systems performance objectives:**
  Systems performance objectives are defined in two ways: 1) standards or performance levels stated in federal, state, and local laws and regulations and, 2) goals and objectives which are stated in terms of desirable directions.
- **System service levels for performance and condition:**
  System service levels express the operations performance and condition rating of the transportation system. They measure such things as pavement condition and congestion.

- **Telecommunications:**
  Telecommunications refers to all of those electronic facilities and services that allow for the transfer of information from one location to the other.
- **Traffic congestion:**
  Traffic congestion denotes an overloaded transportation facility or service. It is measured by level-of-service, which denotes the degradation in the service provided.
- **Traffic Congestion Management System (CMS):**
  Traffic congestion management system means a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. A CMS includes methods to monitor and evaluate performance, identify alternative actions, assess and implement cost-effective actions, and evaluate the effectiveness of implemented actions.
- **Transit providers:**
  Transit providers means those public/private agencies or interests that provide bus or special transportation services.
- **Transportation corridors:**
  Transportation corridors means those lineal locations between destination points where transportation linkage has been established. The transportation may include any or all modes of travel.
- **Transportation Demand:**
  Transportation demand is the volume of transportation services to be addressed by the transportation system.
- **Transportation Demand Management (TDM):**
  Transportation Demand Management initiatives are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel. To accomplish these types of changes, TDM programs must rely on incentives and disincentives to cause shifts in travel behavior.
- **Transportation mobility:**
  Transportation mobility refers to the freedom provided to the transportation user to travel over the transportation system.
- **Traffic monitoring system:**
  The traffic monitoring system for highways means a systematic process for the collection, analysis, summary, and retention of highway related person and vehicular traffic data, including public transportation on public highways and streets.
- **Transportation System Management (TSM):**
  The preparation of regional Transportation System Management (TSM) programs has been a prescribed element of the Transportation Improvement Program (TIP) of urbanized areas since 1975. The TSM program is frequently described in terms of the set of actions which can be implemented to achieve short-range cost-effective transportation improvements. There are four categories of improvements: improve the efficiency of the existing highway network, reduce vehicle use in congested areas, improve transit services, and improve internal transit management efficiency.

APPENDIX G

*

POPULATION AND ECONOMICS DATA
1990-2015

	Population		Employment		Personal Income ($Millions)		Households/Persons per House (Thousands)	
	1990	2015	1990	2015	1990	2015	1990	2015
District 1	127,420	214,520	63,280	107,700	1,629.59	4,105.10	49.08/2.57	84.59/2.51
Benewah	7,940	9,500	4,050	5,190	97.06	182.63	3.00/2.63	3.65/2.56
Bonner	26,750	43,990	13,060	20,940	321.10	801.27	10.32/2.58	17.37/2.52
Boundary	8,350	12,200	3,880	5,960	84.00	191.25	2.87/2.77	4.26/2.73
Kootenai	70,410	137,550	35,830	69,160	955.14	2,721.23	27.18/2.57	54.57/2.50
Shoshone	13,970	11,280	6,460	6,450	172.29	208.72	5.71/2.42	4.74/2.34
District 2	90,310	108,770	51,380	65,650	1,180.12	2,082.86	34.69/2.47	41.97/2.41
Clearwater	8,490	7,690	4,420	5,000	103.99	157.82	3.21/2.51	2.88/2.43
Idaho	13,830	15,010	6,570	7,710	163.49	271.16	5.20/2.58	5.66/2.51
Latah	30,640	41,290	16,970	22,560	376.91	704.10	11.24/2.45	15.12/2.40
Lewis	3,520	3,480	1,910	2,240	53.75	79.88	1.39/2.51	1.41/2.47
Nez Perce	33,830	41,300	21,510	28,140	481.98	869.90	13.65/2.43	16.90/2.38
District 3	377,630	581,180	219,250	334,960	5,429.89	12,779.72	138.37/2.66	215.85/2.63
Ada	207,450	371,460	138,460	229,610	3,447.14	8,871.67	78.11/2.60	140.87/2.58
Adams	3,270	4,050	1,570	2,000	42.17	85.04	1.25/2.60	1.57/2.58
Boise	3,550	5,460	1,430	2,290	43.26	98.48	1.37/2.59	2.12/2.57
Canyon	90,610	110,410	44,200	57,400	1,015.67	2,042.14	31.47/2.79	38.31/2.77
Elmore	21,230	23,170	10,990	12,970	281.62	433.90	7.14/2.81	7.99/2.78
Gem	11,920	13,910	4,410	5,400	142.65	279.17	4.46/2.64	5.19/2.61
Owyhee	8,410	9,050	3,200	3,830	91.01	142.43	2.83/2.84	3.07/2.81
Payette	16,450	20,150	6,830	9,080	181.88	375.77	6.05/2.69	7.47/2.67
Valley	6,160	14,140	4,170	7,570	92.50	285.10	2.42/2.52	5.66/2.48
Washington	8,580	9,380	3,990	4,810	91.99	166.02	3.27/2.59	3.60/2.56

POPULATION AND ECONOMICS DATA
1990-2015

	Population		Employment		Personal Income ($Millions)		Households/Persons per House (Thousands)	
	1990	2015	1990	2015	1990	2015	1990	2015
District 4	137,490	166,250	78,750	101,290	1,882.59	3,275.85	49.45/2.74	60.59/2.69
Blaine	13,770	23,570	12,490	19,190	272.93	644.07	5.60/2.43	9.59/2.42
Camas	740	780	520	580	10.15	18.10	0.28/2.60	0.30/2.57
Cassia	19,600	20,740	10,530	12,050	288.76	413.38	6.39/3.04	6.74/3.01
Gooding	11,650	12,510	5,400	6,370	157.93	240.75	4.33/2.63	4.80/2.55
Jerome	15,210	16,760	6,860	8,100	200.15	308.46	5.35/2.79	5.89/2.78
Lincoln	3,340	3,510	1,890	1,930	44.20	61.65	1.20/2.75	1.27/2.72
Minidoka	19,370	21,690	9,610	11,610	208.31	334.20	6.48/2.96	7.46/2.89
Twin Falls	53,810	66,690	31,450	41,460	700.16	1,255.24	19.82/2.66	24.54/2.66
District 5	136,710	159,760	63,800	80,260	1,594.88	2,660.94	45.64/2.96	53.70/2.94
Bannock	66,220	80,750	31,140	40,660	769.25	1,314.65	23.48/2.78	28.58/2.79
Bear Lake	6,080	6,540	2,280	2,890	58.48	110.67	2.01/3.00	2.19/2.93
Bingham	37,600	42,970	16,830	20,720	447.21	709.31	11.52/3.23	13.24/3.20
Caribou	6,960	7,500	4,030	5,100	83.39	134.44	2.26/3.06	2.49/3.00
Franklin	9,250	10,180	3,510	4,110	85.64	165.33	2.83/3.25	3.19/3.17
Oneida	3,520	3,680	1,400	1,530	35.18	65.53	1.17/2.97	1.26/2.89
Power	7,080	8,140	4,610	5,250	115.73	161.01	2.37/2.97	2.75/2.94
District 6	142,070	193,310	75,960	103,930	1,757.53	3,226.12	45.34/3.08	61.92/3.04
Bonneville	72,590	108,000	38,940	57,360	1,036.35	2,046.40	24.42/2.94	36.99/2.89
Butte	2,910	2,920	7,950	9,670	32.57	41.40	1.00/2.86	1.02/2.83
Clark	760	800	680	780	20.67	27.41	0.27/2.68	0.28/2.63
Custer	4,150	4,120	2,640	2,600	52.52	68.28	1.57/2.63	1.56/2.62
Fremont	10,950	11,200	4,200	4,380	124.19	175.38	3.46/3.12	3.54/3.12
Jefferson	16,600	22,380	5,990	8,550	177.69	316.88	4.89/3.38	6.61/3.38
Lemhi	6,930	7,550	3,620	4,250	78.32	128.57	2.78/2.47	3.07/2.44
Madison	23,730	32,190	10,460	14,540	200.20	362.75	5.82/3.84	7.49/3.84
Teton	3,450	4,150	1,480	1,800	35.02	59.05	1.13/3.03	1.36/3.01

POPULATION AND ECONOMICS DATA (statewide summary)
1990-2015

	Population		Employment		Personal Income ($Millions)		Households/Persons per House (Thousands)	
	1990	2015	1990	2015	1990	2015	1990	2015
District 1	127,420	214,520	63,280	107,700	1,629.59	4,105.10	49.08/2.57	84.59/2.51
District 2	90,310	108,770	51,380	65,650	1,180.12	2,082.86	34.69/2.47	41.97/2.41
District 3	377,630	581,180	219,250	334,960	5,429.89	12,779.72	138.37/2.66	215.85/2.63
District 4	137,490	166,250	78,750	101,290	1,882.59	3,275.85	49.45/2.74	60.59/2.69
District 5	136,710	159,760	63,800	80,260	1,594.88	2,660.94	45.64/2.96	53.70/2.94
District 6	142,070	193,310	75,960	103,930	1,757.53	3,226.12	45.34/3.08	61.92/3.04
State Total	1,011,630	1,423,790	552,420	793,790	13,474.60	28,130.59	362.57/2.73	518.16/2.68